THE LITERARY DIGEST

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TOPICS - OF - THE - DAY

THE REPUBLICAN SUBSTITUTE FOR THE LEAGUE

"THE GREAT PRONOUNCEMENT of the campaign" was made by Senator Harding in his speech declaring for a World Court instead of a League of Nations as a guaranty against future wars, declares one of the Republican campaign managers, and editors of both parties admit its importance in clarifying the League issue. In Washington, according to a New York *Tribune* correspondent, "violently partizan supporters of both Harding and Cox" profess pleasure "at the issue being more sharply drawn." An independent journal like the Syracuse *Herald* asserts that it speaks for independent voters in saying that the Harding speech "has served a desirable purpose in making the League issue clearer and more intelligible to the voters" than before. Yet tho so many observers see the issue now clearly defined, there still exists some editorial disagreement as to just where the Republican candidate really stands. The Troy *Record* (Rep.), for instance, which favors the League, believes that the Harding plan offers the only possible means under existing conditions to bring it into existence. Similarly the Columbus *Ohio State Journal* (Rep.) holds that the Senator's speech of August 28 "will do much to check the inroads which Governor Cox has been making among the pro-League Republicans." On the other hand, the Boston *Transcript* (Rep.) calls Mr. Harding's speech "The Epitaph of 'The Evil Thing with a Holy Name.'" Likewise in contrast to the assertions of the Springfield *Republican* (Ind.) and other pro-League papers, that Harding's speech means the end of the League in case of his election, "the first and most striking impression" which it makes on the New York *Times* (Dem.) "is that he and his party are really getting on toward a League of Nations."

As we examine the Senator's speech it becomes evident that some of these contrary statements are a mere matter of emphasis. Mr. Harding, speaking to Indiana and Minnesota visitors from his front porch, first asserted the impotence of the present League, then argued for a World Court, and finally suggested that some features of the existing League might be worth saving. To quote first the sentences in which he pays his respects to the League devised at Paris:

> "We know now that the League constituted at Versailles is utterly impotent as a preventative of wars. It is so obviously impotent that it has not even been tried. It could not survive a single test. The original League, mistakenly conceived and unreasonably insisted upon, has undoubtedly passed beyond the possibility of restoration."

Senator Harding thinks that the line of demarcation between his attitude on the League and that of his political opponents "is perfectly plain." Governor Cox, remarked Mr. Harding, "has flatly said that he is 'in favor of going in' on the basis announced by the President. I am not." Here, the speaker continued, is a "vital" difference, "because it involves the disparity between a World Court of Justice supplemented by a world association for conference on the one hand and the Council of the League on the other." And he went on to expound the new Republican doctrine in part as follows:

> "The difference between a court of international justice and the council created by the League Covenant is simple but profound.
>
> "The one is a judicial tribunal to be governed by fixt and definite principles of law administered without passion or prejudice. The other is an association of diplomats and politicians whose determinations are sure to be influenced by considerations of expediency and national selfishness. . . . . . .
>
> "There are distinctly two types of international relationship. One is an offensive and defensive alliance of great Powers, like that created at Versailles, to impose their will upon the helpless peoples of the world. . . . . . .
>
> "The other type is a society of free nations, or an association of free nations, or a league of free nations, animated by considerations of right and justice, instead of might and self-interest, and not merely proclaimed an agency in pursuit of peace, but so organized and so participated in as to make the actual attainment of peace a reasonable possibility. Such an association I favor with all my heart, and I would make no fine distinction as to whom credit is due. One need not care what it is called. Let it be an association, a society, or a league, or what-not, our concern is solely with the substance, not the form thereof.
>
> "This is proposing no new thing. This country is already a member of such a society—the Hague Tribunal—which, unlike the League of Versailles, is still functioning, and within a few weeks will resume its committee sessions under the chairmanship of an American representative."

In the Hague Tribunal, we are informed, "we have the framework of a really effective instrumentality of enduring peace." According to Senator Harding the Hague Tribunal failed to prevent the Great War "because Germany, already secretly determined upon a ruthless invasion, was able to prevent the adoption of measures which might have proved effectual." But now things are different, and Germany and the entire world have profited from "an awful object-lesson," so that "what once seemed at the Hague to be a mere academic discussion has become a positive outstanding need of facing terrifying actualities." And, as Mr. Harding continued,

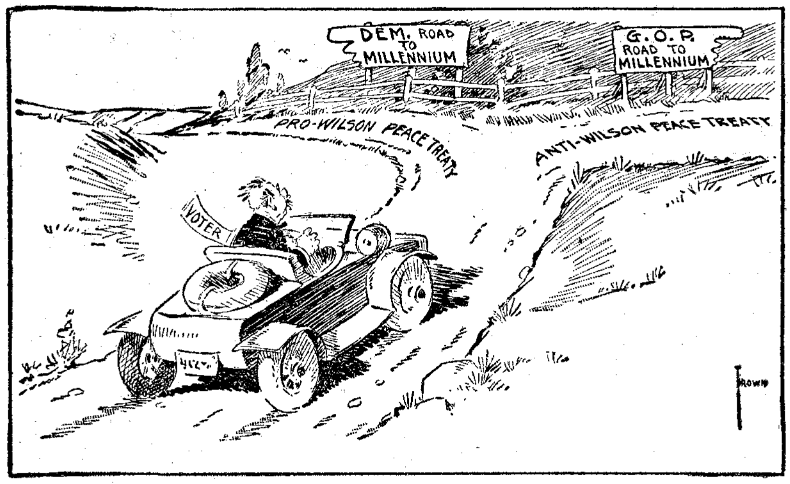
> "This makes vastly easier the task of so strengthening the Hague Tribunal as to render its just decrees either acceptable or enforceable.
>
> "It is not uncommon for the advocates of the League of Versailles to contrast unfavorably the Hague Tribunal upon the ground that the tribunal 'lacks teeth.' Very well, then, let's put teeth into it. If, in the failed League of Versailles, there can be found machinery which the tribunal can use properly and advantageously, by all means let it be appropriated.
>
> "I would even go further: I would take and combine all that is good and excise all that is bad from both organizations. This statement is broad enough to include the suggestion that if the League, which has heretofore riveted our considerations and apprehensions, has been so entwined and interwoven into the peace of Europe that its good must be preserved in order to stabilize the peace of that continent, then it can be amended or

revised so that we may still have a remnant of world aspirations in 1918 builded into the world's highest conception of helpful cooperation in the ultimate realization.

"I believe humanity would welcome the creation of an international association for conference and a world court whose verdicts upon justiciable questions this country, in common with all nations, would be both willing and able to uphold. The decision of such a court or the recommendations of such a conference could be accepted without sacrificing on our part or asking any other Power to sacrifice one iota of its nationality."

Senator Harding does not care as yet to commit himself as to the "exact outcome" or "precise methods of the accomplishment so much desired." What is in his mind "is the wisdom of calling into real conference the ablest and most experienced minds of this country, from whatever walks of life they may be derived and without regard to party affiliation, to formulate a definite, practical plan along lines already indicated for the consideration of the controlling foreign Powers."

In this speech, Washington correspondents agree, is a new plan for preserving the peace of the world. In the light of other information gathered at the capital the New York *Times* correspondent reconstructs as follows "the Republican international policy as Senator Harding would have it":



CAN'T GO WRONG.

—Brown in the Chicago *Daily News*.

"1. Immediately upon the incoming of the Republican Administration President Harding would call into conference either a committee of the Senate or 'the most experienced minds of this country from whatever walks of life they may be derived and without regard to party affiliation' to formulate 'a definite practical plan' for a world court 'with teeth in it' to be submitted to the consideration 'of the controlling foreign Powers.'

"2. The League of Nations to be reconstructed by those entrusted with the formulation of the new plan for preserving peace.

"3. The foundation of the reconstruction to be 'a World Court of Justice supplemented by a world association for conference,' which would be 'a society of free nations . . . so organized as to make attainment of peace a reasonable possibility.'

"4. The use by this world association of such machinery of the League of Nations as the world tribunal 'can use properly and advantageously.'"

These general statements can be supplemented, says the *Times* writer, "by the information at hand as to Mr. Root's plan, which Mr. Harding is understood to favor as the foundation of his new international policy." The Root plan for a World Court of Justice—which was discust in THE LITERARY DIGEST for August 14—is thus presented in brief:

"1. The continuance of the present Permanent Court of Arbitral Justice at The Hague for the purpose of arbitrating disputes between nations brought before it voluntarily.

"2. The creation of a Permanent Court of International Justice, to which disputes between nations may be brought on complaint, and whose decisions will be binding upon the parties in any case.

"3. The new court to be selected from a list of nominees made by the Permanent Court of Arbitral Justice, the selections being entrusted to the Council and the Assembly of the League of Nations.

"4. The classes of cases of which the new court would be authorized to take cognizance for compulsory adjudication to be those defined in Article 13 of the League of Nations Covenant (which definition was approved by Mr. Root before its incorporation in the Covenant) as follows:

"'Disputes as to the interpretation of a treaty, as to any question of international law, as to the existence of any fact which if established would constitute a breach of any international obligation, or as to the extent and nature of the reparation to be made for any such breach, are declared to be among those which are generally suitable for submission to arbitration.'

"5. The League of Nations to determine what measures shall be taken to enforce the decrees of the new court.

"Mr. Root's plan is supposed to embody the proposal to organize the Permanent Court of International Justice outlined above with the possible exception that the present League of Nations would be empowered to enforce the decisions of the court. In addition, according to the understanding here, he would require that the nations of the world should obligate themselves by the treaty to bring disputes between nations before the new court and pledge themselves to be bound by its decision. It is also understood that he is in favor of the economic boycott as a means of enforcing the court's decrees upon nations that decline to accept them."

In presenting the policy thus outlined, Mr. Harding, in the opinion of the enthusiastic Baltimore *News* (Ind. Rep.), "has supplanted Mr. Wilson completely as the American leader in the effort to create a League that will function and endure and for which Europe itself is preparing." This enthusiasm is shared by Republican papers like the Cleveland *News*, Baltimore *American*, Philadelphia *Press*, Manchester *Union*, and New York *Sun*, and by the independent Washington *Post* and New Haven *Journal-Courier*. The Harding program, says the New York *Tribune*, "promises no millennium, but it is definite and affirmative, whereas the Cox program is vague and negative." This Republican daily can not see "why the Root idea could not be added to the Versailles structure and half a league developed into a whole one." The plan for the evolution of the Hague Tribunal is, in the opinion of the Philadelphia *Bulletin* (Rep.), "not without its idealism, more perfect even than that in the supergovernment of the League of Nations. But in seeking it the United States can keep in its path of traditional safety, while the first step toward the League of Nations would have led it into a morass." The Pittsburgh *Gazette-Times* (Rep.) thinks it quite worth while to "strive to establish world peace on a basis of justice." Criminals, it says, "we shall have always, as individuals and probably as states, but experience proves that if the law is in the public interest it is quite generally respected." Organized society, we are reminded, "provides itself with means for enforcement of law against those who will not respect it. So it would be with an association of states."

Democratic comment on the Harding speech is full of satire. Democratic friends of the League do not believe the Senator has proved either the ineffectiveness of that organization or the superior qualities of such a World Court as he desires, and his mention of "teeth" for the Hague Tribunal evokes only jeers. "Political dentists," observes the New York *World* (Dem.), "will tell him that without a League only false teeth are possible now." "Harding's False-Teeth Proposal" is the Richmond *Journal's* (Dem.) title for its editorial on the address. "If the League of Versailles has a sound set of teeth, why," asks the Newark *News* (Ind.), "should they be extracted and made up for the Hague Tribunal?" A question which the Democratic Pittsburgh *Post* answers thus: "Transfer the teeth of the League to the Tribunal under circumstances in which no Democrat can claim a share of the credit, and then Old Guard Republicans will play." The Brooklyn *Citizen* (Dem.) finds it "very difficult to imagine how the Court, dependent for its existence upon the League, can in itself be made to serve as a substitute for the League." Any court, declares the Brooklyn *Eagle* (Dem.), "would be as impotent as the original Hague Tribunal without a League of Nations behind it. And the idea that we can 'put teeth' into any World Court, without committing ourselves much more effectively than under the Covenant, is a manifest absurdity."

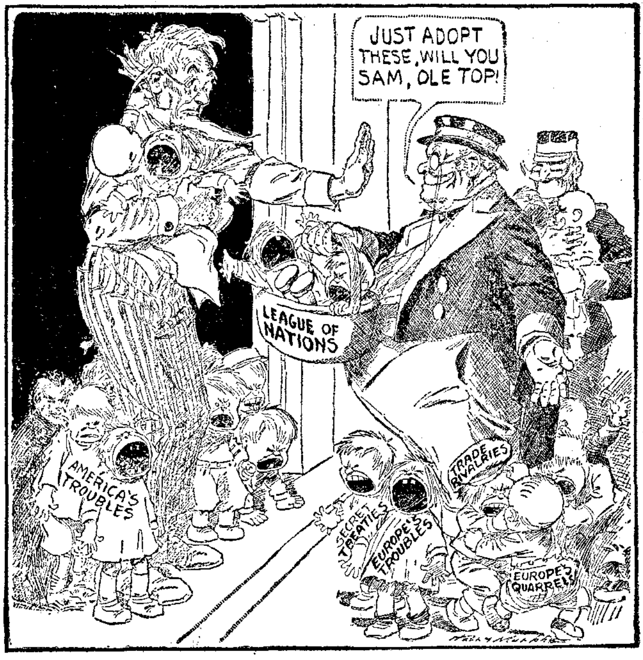
In this scheme of a World Court "as a substitute for the League of Nations" the Springfield *Republican* (Ind.) finds "an immense amount of humbug":

"First, the international conferences could have no more effect than the European concert had before the world-war, when the Powers in the concert 'exchanged views' whenever a crisis threatening peace arose.

"Secondly, the jurisdiction of the international court, which already is a subordinate feature of the League's constitution, would be limited sharply and narrowly to 'justiciable' questions, that is to say, questions of the interpretation of treaties, or of international law, or of breach of contract, which are capable of submission by their very nature to a court. President Taft's abortive arbitration treaties of 1911-12 went no further than 'justiciable' questions. Great Powers nowadays seldom go to war over such matters. The issues which bring on wars are of an entirely different character and the World Court would not touch them.

"The first thing this country's opposition party would demand would be that nothing concerning the Monroe Doctrine, or questions concerning 'any governmental policy' of the United States, should be placed within the jurisdiction of such a court. Virtually the same killing amendments would be demanded in the Senate that were annexed to the Taft treaties of 1911-12.

"Mr. Harding evades a frank and direct consideration of the vital question as to how far the decisions of the court should be enforced. The truth is that neither this country nor any other country could be coerced to accept unfavorable judgments, as an unsuccessful litigant is coerced into bowing to the judgment of our State or Federal courts, without a sacrifice of that very sovereignty and nationality which Mr. Harding's party now pretends to have saved by killing 'Wilson's League.'"



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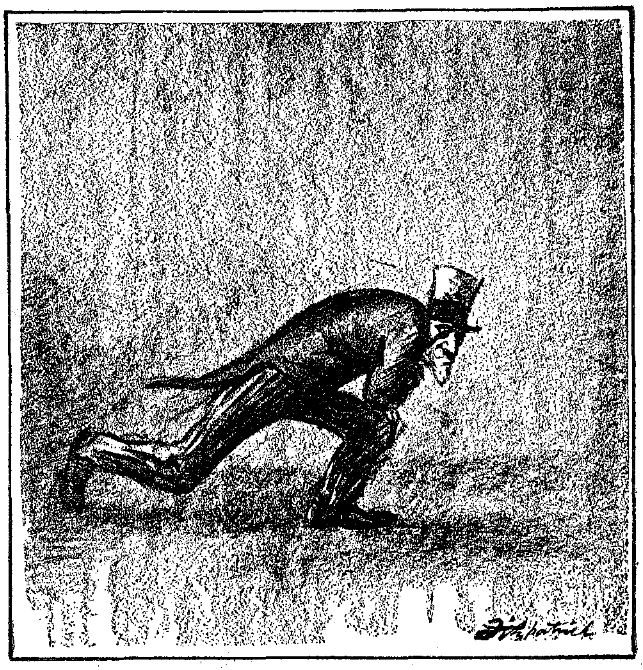
"WE'VE PLENTY OF OUR OWN, THANKS."

—Murphy in the New York *American*.

Another independent friend of the League, the New York *Evening Post*, which lately came out definitely for Cox, thus states the need for the League as well as the Court:

"The International Court has its high functions in the development of civilized international relations. Time may, perhaps, even make it the real heart of the Covenant. But until the nations have learned to come to court as normally as men do now in the every-day life, there is need for the League instrumentalities to deal with emergency and crisis."



HARDING'S WAY OUT OF THE WAR.

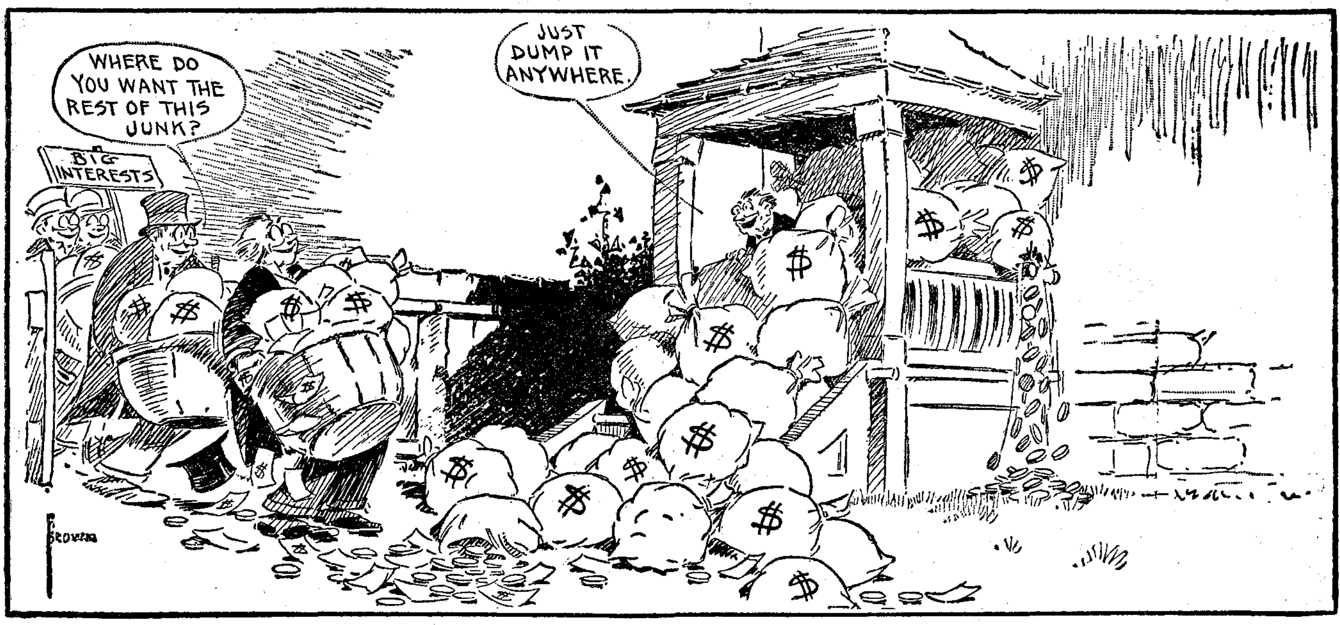
—Fitzpatrick in the St. Louis *Post-Dispatch*.

This daily goes on to make a paraphrase of Mr. Harding's arguments, or rather what it calls a translation "into the language of every-day":

"The paramount issue in this campaign being Republican victory; such victory being threatened in the first place by Hiram Johnson's club; such victory being threatened in the second place by Democratic prestige that would follow from the acceptance of the Treaty and the League; such victory being threatened from an opposite quarter by discontent among Republicans who are convinced that national honor and duty call for the League: now, therefore, I, Warren G. Harding, feel it necessary to declare that provided I am allowed to keep Hiram Johnson quiet till Election day, and provided that I am allowed to reject the League of Nations formulated under a Democratic Administration, I will, when elected President, be perfectly open to reason on this subject of the League."

While awaiting Governor Cox's reply from the stump to his opponent's speech of August 28, it is interesting to note this characterization of that utterance from the editorial columns of the Governor's Dayton *News:*

"Senator Harding reiterates in definite words his program for the passage of the peace resolution which Senator Knox of Pennsylvania endeavored to foist upon the country at the dictation of the Senate oligarchy, of which both himself and Mr. Harding are members. Harding's position, intolerable from the start, is made more so by his suggestion that the entire League of Nations be thrown into the scrap-heap, even tho twenty-eight nations have signed it. The Peace Treaty, of course, would be thrown into the discard at the same time. Does Harding suppose the nations which have labored so long and so faithfully to end the world-war are going to submit to any such nonsensical scheme as this proposed by the Republican Senate leadership? It is entirely too obvious to the people of the United States that the new proposal of Harding is designed to do away with the Treaty and the League simply because the present Administration was associated with it. On the same principle, the Senate cabal would bury the Ten Commandments if there existed the slightest suspicion that any one not associated with this exclusive clique had had aught to do with the promulgation of the Decalog."


WHERE DO YOU WANT THE REST OF THIS JUNK?
JUST DUMP IT ANYWHERE.
BIG INTERESTS
BROWN

GOVERNOR COX'S IDEA OF THE REPUBLICAN BACK-PORCH CAMPAIGN.

—Brown in the Chicago *Daily News*.

THE FINANCIAL "DRIVE" IN POLITICS

"WE ALL OWE a tremendous debt of gratitude to Governor Cox for his death-thrust at the 'drive,'" says *The Sun and New York Herald*, one of the most ardent Republican papers. "The Republican campaign boom department gave Governor Cox the opening and he came back in a way that has utterly annihilated the whole horrible business." In further lively criticism of what the Republican National Committee "fell for" *The Sun* exclaims: "What a stroke of consummate intelligence it was to cram the 'official bulletins' of the drive bureau with such expressions as 'Digging up the money,' and 'Boys, get the money!' and 'Get money quick!' and 'Step on it!' and 'Get the right men to see the right people!' and 'Our readers are requested not to make this publication public,' and a dozen other gems of the advertising agent's 'pep,' or of the publicity promoter's bromids of persuasion, or of the canned lingo of organized solicitation on an extensive scale! Had the Republican authority responsible for this damfoolishness no memory of historical politics, no sense of the quotable value to a political adversary of such verbal ammunition, however innocent in its real significance?"

No crime is involved in the "asinine" documents sent out by the Republican National Committee, in the opinion of the Democratic New York *Times*, "but something much worse—a first-class political blunder." The Springfield *Republican* (Ind.) thinks "it is fair to say that the Republicans must have been more or less victimized by the ultra-modern 'drive' methods" of hustlers such as have been recently employed in raising funds for all sorts of institutions and causes, who "are doing the party more harm than good," and "the sooner they are relieved of their jobs the better." The Brooklyn *Eagle* (Dem.) says of "slogans":

> "A slogan lives when it evokes a popular response, not otherwise. Mr. Upham's energetic 'Boys, get the money!' has stirred the Republican ranks to the depths, and it will stir the country no less deeply. It touches the thing people were thinking about, and they will think about it harder now that they know more of the motive force of the Republican campaign.
>
> "The Democrats have not yet hit upon anything which so felicitously expresses their idea. That is a common fate among 'slogan' makers. Not one in ten of those put forth in politics or in business 'goes.' We admit that the Democratic dilemma in seeking a war-cry is serious. It isn't every year, or every four years, that anything as meaty as 'Boys, get the money!' turns up in politics, and it is useless to pit a bantam against a heavyweight. As a 'slogan' maker Mr. Upham is likely to carry off the honors of the campaign."

That Governor Cox in his charges "started something," as the Washington *Star* (Ind.) observes, is shown by the columns of news space and editorial comment devoted to them. Testimony from day to day before the Senate Investigating Committee adds to the volume of arguments pro and con along the lines reviewed in THE LITERARY DIGEST last week. At Pittsburgh, Governor Cox produced a copy of what he claimed was a typewritten list of fifty-one cities to which quotas totaling $8,145,000 had been assigned. From copies of *The Official Bulletin* issued from the Republican Treasurer's office, Mr. Cox read extracts reporting successful efforts to exceed the quotas in various cities, and quoted such "selling" slogans as: "Harding and Coolidge have the confidence of the people; but, boys, get the money"; "the platform is sound enough to hold the weight of the nation, but, boys, get the money." He described the plan of State and county organization under the Republican Ways and Means Committee as "a business man's movement" for money-raising after the pattern of the Liberty Loan campaigns. "It means," he said, "that the quota is to be assigned against those who are to benefit and that the captains of industry who have answered Mr. Hays's roll-call are submitting to taxation with the understanding that they will have representation." And he continued:

> "I charge again a planned assault on the electorate. It can not be hidden.
>
> "The 'normalcy' voiced by their candidate as visioned by his masters is the bayonet at the factory door, profiteering at the gates of the farm, the burden of government on shoulders other than their own, and the Federal Reserve System an annex to big business. When the American people fully grasp the sinister menace hanging over them, they will shun it as a plague.
>
> "Truly the senatorial oligarchy and their candidates are harking back to the days of Mark Hanna."

In substance Governor Cox repeated the same charges in speeches made in Connecticut and New York, and announced that he would keep on firing. Before early sessions of the Senate Investigating Committee Republican Chairman Hays denied the Cox charges as "absolutely false in what they say and libelous in their purpose." He explained that the Red Cross system of solicitation had been adopted to get small contributions from many persons rather than large contributions from a few, and thus eliminate sinister influences in connection with money in politics. Quotas in the drive were tentative and constantly changing—no such quotas as those alleged by Mr. Cox were ever adopted or operated under, said Mr. Hays. A budget of $3,079,037 had been fixt. Names of contributors and the amounts were placed before the committee. Among counter-charges, Mr. Hays filed a copy of a letter from the president of the Liquor Dealers' Association of New Jersey asking for money to help elect Cox, "a pronounced 'wet' who can be relied upon to approve amendment to the Volstead Act." Republican Treasurer Upham testified that the quotas by States totaled $4,887,500—"a mark to shoot at" with the expectation of collecting about $3,000,000. Phraseology appearing in *The Official Bulletin* he called "salesman's stuff," or "just plain bull," intended to arouse party interest. Democratic Chairman White referred the Committee to Governor Cox for evidence concerning his charges. Democratic Treasurer Marsh testified that his party used the "mail-order plan" to get funds, while the Republicans employed "commercial travelers."

Mr. Cox's charges induce many Republican editorial epithets, such as, "a Ponzied candidate" (*Wall Street Journal*); "a disappointing alarmist" (Chicago *Tribune*); "beneath contempt" (Providence *Journal*); "campaign-fund gabble" (Minneapolis *Tribune*); "just Democratic mud" (Lancaster (Pa.) *Examiner*); "the sound of a squeal" (Omaha *Bee*). From Democratic editors come such comments as "Cox makes good" (Pittsburgh *Post*); "he was overmodest in putting $15,000,000 as the low mark for the Republican slush fund" (Little Rock *Arkansas Gazette*); "men have been hanged on less evidence than that offered by Cox" (New York *World*); "convicted out of their own mouths" (Richmond *News-Leader*); "the issue has been made a serious part of the campaign and must be met" (Baltimore *Evening Sun*).

"It costs money to elect a President of the United States," says the New York *Globe* (Ind. Rep.), "and that truth must be recognized if we are to be honest with ourselves." As we read:

"The voters of the country are prejudiced against the expenditure of hard cash to achieve a political end, as Wood and Lowden found to their sorrow. Yet no large political end is achievable without some capital, and a general denial of the right to raise and spend campaign funds in the open will only serve to drive them underground. A virtuous repudiation of money, or an attempt to minimize the amount spent, is bound to react even more unfavorably on a party than a recognition of the facts.

"Putting a candidate and a party record before the voters of the country is no inexpensive matter, as any advertiser could testify. Voters are not cordwood, to be bought at so much a foot, but individuals of the most divergent strains, living in the most inaccessible places, and presenting an almost unbroken front of apathy to the hopeful stump-speaker. Fifteen millions is not a large sum to lay out on the enterprise, and if the Republican organization is able to raise that much the size of the fund is a tribute to the efficiency of the party. If Governor Cox is envious he is not to be blamed. Yet at the moment he has turned the Republican money to his own uses."

The Lincoln *Nebraska State Journal* (Rep.) declares that "Governor Cox is to be credited with putting the Republicans on their good behavior by the prominence which he is giving to their finances. Meanwhile, there remain the Democratic contributions to keep clean." But the Jersey City *Journal* (Ind. Rep.) raises the question of a "Smoke-Screen for Profiteers," saying:

"It might be well to remember that there is no topic about which both parties have learned to be more hypocritical than over the question of campaign funds. There is no topic regarding which more bunk is exploded than over election expenses. Laws touching on this topic have been regarded as more or less of a joke.

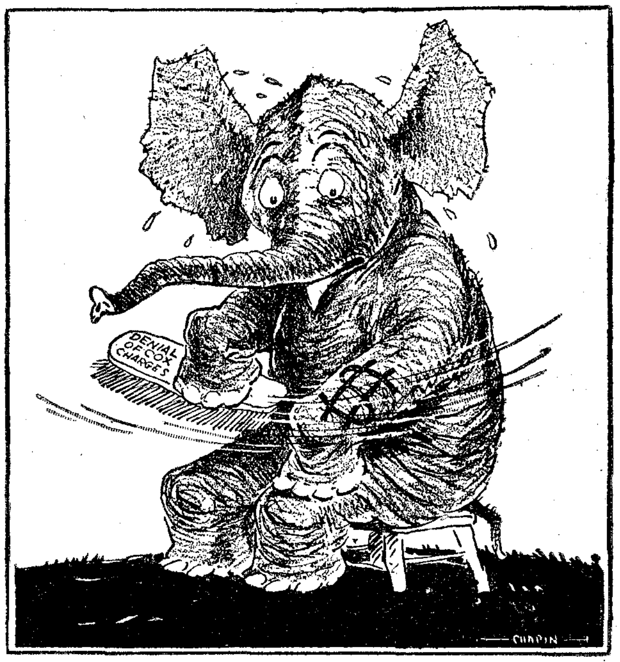
"If the attention of the deluded public can be kept focused on the hollow issue of campaign expenditures, the profiteers in both parties can rest easy. They will have the satisfaction of knowing that the search-light is not turned their way and that there is nothing to interfere with their operations, even in the heat of a campaign in which old H. C. of L. was to get such a fearful walloping."

The Syracuse *Herald* (Ind.) suspects that Governor Cox was "*too premature*" in springing his revelations:

"The financial 'peak-load' of the campaign will not be carried before October. That will be the month for the grand rally of the checkbooks. Will the Senate committee remain in session through October and keep on summoning its 'knowing' witnesses up to the very eve of Election day? Possibly, yes; probably, no. How, then, is the truth to come out, at a season when it would count for something? That question we can not answer. Very likely the experience of other Presidential years will be repeated. We shall learn the names of the big contributors—some of them—after the election is over."

To the Baltimore *News* (Ind. Rep.) "Governor Cox has in reality proved only one thing: that the Republican party is appealing successfully to business men, large and small, all over the country, for support. Those words, 'all over the country,' should be underscored." The Columbus *Ohio State Journal* (Rep.) asserts that the real, vital questions are these:

"Why is it so easy to collect large sums of money in the effort to bring about a Republican victory? What individuals or interests really are giving the money and what do they expect in return? It may be that pure patriotism, the feeling that the country as a whole would be better off under a Republican administration, prompts the bulk of the contributions. We hope that is so. But the suspicion is inevitable that Big Business is trying to place the Republican candidate under obligations to it, expecting in return special favors in case of his election. This is a bad impression to have abroad, bad in itself and damaging to the bright prospects of Republican success. We think our candidate, Senator Harding, should make it perfectly plain at once that he desires no contributions from self-seekers and that, whoever gives to his campaign fund, he recognizes no such obligations now, and as President never will."



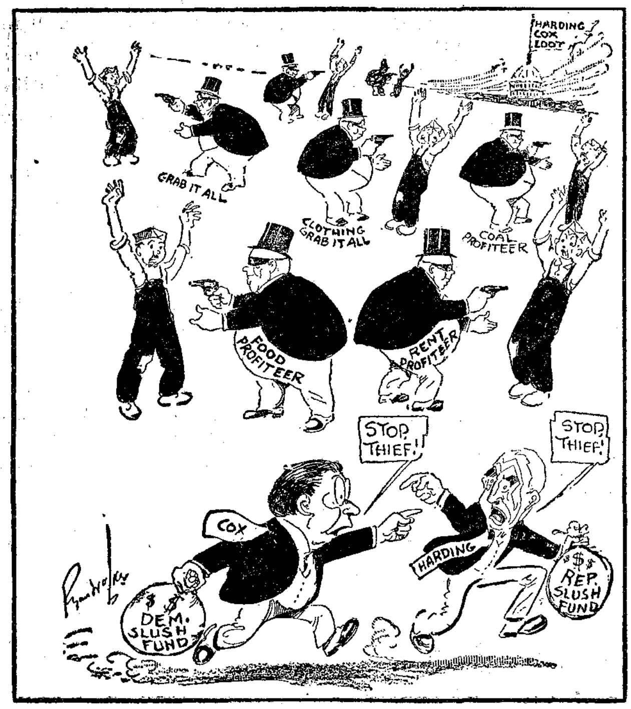
"OUT, DAMNED SPOT!"

—Chapin in the St. Louis *Star*.

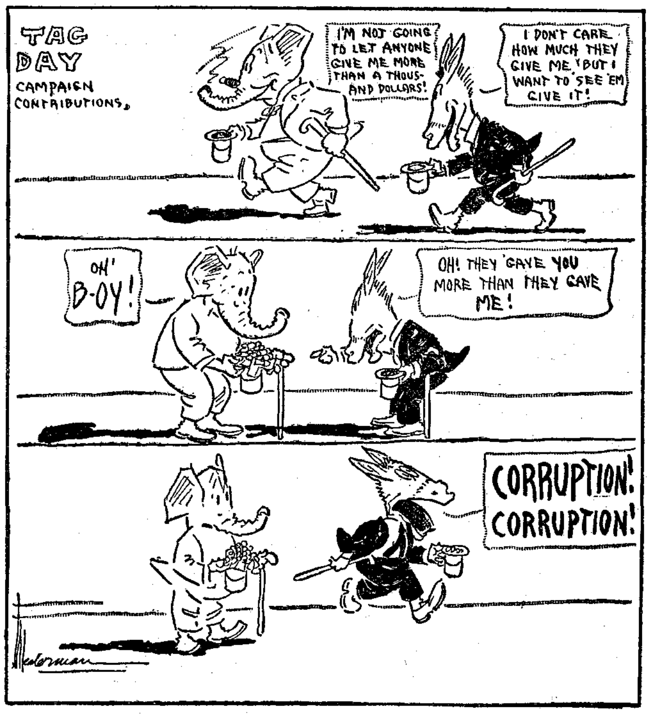
In similar vein the Newark *News* (Ind.) declares that a considerable number of business men are "scared," would like to use politics in their business as they used to do, and would use politics for self-defense as they see it against "persecution":

"There is little reason to doubt that men who think this way would contribute cheerfully and plentifully to a Republican campaign fund. It would not necessarily be evidence of corrupt purpose. It is principally evidence of how hopelessly they are out of touch with their fellow men and how unsympathetically they judge the motives of the great mass of the population. It is a forerunner of what they will do in legislation if they get the chance."

Secretary Daniels's paper, the Raleigh *News and Observer*, insists that "a tremendous issue" has been raised; "dollar



AN OLD DODGE.
—Walker in the New York *Call.*


TAG DAY
CAMPAIGN CONTRIBUTIONS.
I'M NOT GOING TO LET ANYONE GIVE ME MORE THAN A THOUSAND DOLLARS!
I DON'T CARE HOW MUCH THEY GIVE ME, BUT I WANT TO SEE 'EM GIVE IT!
OH' B-OY!
OH! THEY GAVE YOU MORE THAN THEY GAVE ME!
CORRUPTION! CORRUPTION!

IT MAY BE, YOU KNOW.
—Westerman in the Columbus *Ohio State Journal.*

THE CARTOONISTS EXPLAIN WHY WE HEAR SO MUCH ABOUT CAMPAIGN FUNDS.

domination is the big feature in politics now, and everybody recognizes it":

> "If we can choose the government by assessments levied according to population and magnitude of industry on all the towns and counties in the Union, and by ingenious schemes of financing give the whip-hand to men who are taken into this dangerous corporation, we become next November an oligarchy of wealth, and from that danger the next step is revolution, Bolshevism, and chaos."

MR. BURLESON'S "BURNED FINGERS"

THE "PETTY PERSECUTION" of the New York *Call,* as the editor of that Socialist daily considers the treatment he has received at the hands of the Post-office Department, ceased recently when Justice Hitz, of the Supreme Court of the District of Columbia, ruled that Postmaster-General Burleson must restore the *Call's* second-class mailing privileges, which had been revoked—and "under circumstances humiliating and discreditable to Mr. Burleson," according to the New York *World.* "Mr. Burleson has burned his fingers again," remarks the New York *Evening Post,* and the Pittsburgh *Dispatch* reminds us that "the Post-office Department overstept its power in attempting to bar a publication from the mails for past violations." "The principle at stake is much greater than the exclusion from the second-class mails of *The Call,*" continues *The Dispatch;* "if the Post-office Department were right, and could exclude any publication, whether that particular issue contained a violation [of the Espionage Act] or not, it could have established a censorship that would make freedom of the press a mockery."

In a memorandum giving his decision in the case, which dates from November, 1917, Justice Hitz says:

> "The Post-office Department apparently asserts the possession of an implied power under this statute to make such a blanket order denying second-class mail privileges for the future to a periodical publication because of alleged past violations of the statute in past issues of the periodical.
>
> "The Court can find no such authority in the statute; fraud or wrong-doing is never to be presumed; and the Court will sign an order to the effect that such future issues of the papers as are mailable under the law shall be received and transmitted as second-class matter."

The Call points out that "at no time has any legal complaint, arrest, or prosecution been directed against it for any matter that it printed," and that "never in its history has it violated any laws, or counseled the violation of any laws"; and, furthermore, that "it has never been charged with or prosecuted for or convicted of, any offense, criminal or otherwise, nor have its editors, managers, or officers been charged with, or prosecuted for, or convicted of, any such offenses." Then *The Call,* which refers to Mr. Burleson as the "Thought-Controller of the United States," and to the victory over the Department as "a victory for the workers who supported *The Call,*" gives a brief history of the case:

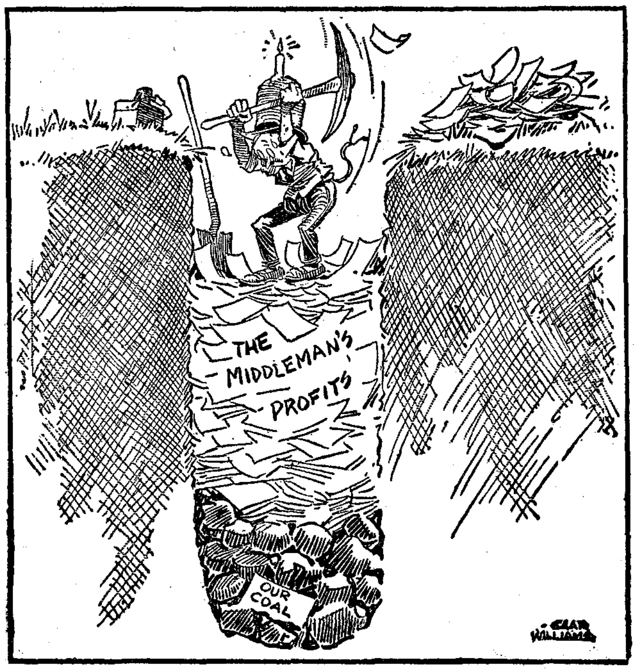
> "On November 15, 1917, six months after the United States had entered the war and the Socialist party had taken its stand against the war, the second-class mailing privileges of *The Call* were revoked by the arbitrary action of Postmaster-General Burleson.
>
> "*The Call,* shorn of its mailing rights, did not abate the independence of its news and editorial columns, but renewed the attack on the despoilers of the people. At no time was any official of *The Call* indicted under the act which the Post-office Department alleged the newspaper was violating.
>
> "In January, 1919, *The Call* made formal application for a restoration of its mailing rights. In November of the same year *The Call* brought suit against the Postmaster-General.
>
> "In March, 1920, *The Call* petitioned for a mandamus compelling Burleson to restore the second-class mailing privileges to the paper before Justice Hitz, in the District of Columbia."

"The only regrettable feature of the case is the long delay that intervened between Mr. Burleson's ultimatum and the present decision of Justice Hitz," remarks the New York *Globe.* It asserts that "Mr. Burleson exceeded his powers in excluding *The Call* from the second-class mailing privileges," and adds that the Postmaster-General "has received a deserved rebuke."

Editorials defending the Postmaster-General have not come to our attention. Practically all of the newspapers deal with the case from the point of justice. The Baltimore *Sun,* for instance, which accuses Mr. Burleson of "having tried to ruin *The Call* as a business proposition," adds that "one does not feel compelled to avow sympathy for the cause represented by this Socialist daily, or to palliate the oblique and sinister policy that many radical journals pursued during the war, to commend this simple act of justice."

WHY COAL SHOULD NOT COST MORE

“THE DOMESTIC CONSUMER of hard coal will be forced to pay from a dollar to three dollars a ton more for that commodity, according to the distance he lives from the mine, since the Anthracite Wage Commission awarded a wage-increase of from seventeen to twenty-two per cent. to the miners,” predicts the editor of *The Black Diamond*, a Chicago coal journal; and the recent increase in freight-rates, estimated by New York coal-dealers to be seventy-five cents a ton, also will affect prices, says the New York *World*. Yet the Commission, in submitting its report to the President, explicitly states that “this award, while providing improved conditions for the employees, offers no justification for any advance in the retail price of coal. . . . A great burden has not been passed along to the consumer.” And W. Jett Lauck, consulting economist of the United Mine-Workers, reminds coal-consumers that “in anticipation of a greater wage-increase than was awarded, the coal operators last April increased the price of coal a dollar a ton at the mines, while the wage-increase just awarded increases the labor cost of producing a ton of coal barely fifty cents. This means that the one dollar advance made by the operators in April has netted them fifty cents a ton over and above the amount which they are now required to pay the miners in back pay, since the award of the Commission is retroactive from April 1.”



COAL ISN'T EXPENSIVE—IT'S THE GETTING TO IT.

—Williams in the Indianapolis *News*.

The increase in wages, it is estimated, will aggregate $85,000,000 yearly. And there is due the anthracite workers about $18,000,000 in back pay. The Scranton *Times*, which is situated in the midst of the Pennsylvania anthracite district, charges coal operators with having “made a clean-up of about $22,000,000, even after paying the miners the millions due them for back pay.” Therefore, it continues:

> “We take it from a reading of the portions of the award made public or available that the Commission intended the profits should absorb the whole of the advance. If this be so, there no longer remains any reason for the operators to continue the advance of a dollar a ton placed on coal when it was announced that the terms of the award would be retroactive from April 1. This is the first anthracite award that has ever decreed that an advance shall be absorbed out of profits.”

“The Commission gave long and careful consideration to all the questions involved, and it is reasonable to expect that its decision was arrived at in accordance with its best judgment and with a desire to be fair to both interests concerned and to the public as well,” we are told by another Scranton paper, *The Republican*. Moreover, before the Commission was appointed the operators and mine-workers obligated themselves to abide by the award of the Commission. Three days after the Commission's award of a wage-increase, however, we are told in the New York *Times* that “80,000 of the 175,000 men employed in fifty-five collieries failed to report,” and we are further informed in later dispatches that the miners, instead of abiding by the award of the Commission, are taking the same sort of “vacation” which was popular in New York last fall in the printing trade, and that they will continue to enjoy their “vacation” until the demands as represented by the minority report of the Commission, made by the representative of the miners, are granted.

“The insurgent element among the miners has grumbled about every award that was ever announced,” notes the Wilkes-Barre *Times-Leader* in the anthracite fields, and *Saward's Journal*, a coal publication of New York, adds that besides grumbling, several thousand workers have been on strike for months, and that on this account the output of coal is reduced at a critical time. Continues *Saward's Journal:*

> “By reason of the tonnage held out of the market from that cause, and the fact that all exertions made previously had failed to increase the anthracite output above the level of the 1916 tonnage, any disturbance that may eventuate in the field will be of the utmost importance to consumers. The supply is very short in all directions. Steady work from now on would probably see us through in a fairly comfortable way, but any interruption, even for only a week or two, would have the most serious consequences.”

Then there is another element—the recent rise in freight-rates. It is generally admitted that this factor will increase the cost of coal, unless the many advances in the price of coal in recent years “give a margin of profit large enough to bear the award without further burdening the public,” in the words of the Wilkes-Barre *Record*. And “if the cost of coal is advanced beyond the advance in freight-rates,” declares this paper—

> “The public will be justified in demanding that the Government follow up the clues that lead to profiteering somewhere along the line from the mine to the consumer. The Department of Justice has not been particularly energetic or successful in the pursuit of profiteering in the past, but if new instances develop, with the country on the verge of winter, the Government will not be able so easily to shirk a great responsibility, especially in the midst of a political campaign.”

Representative coal journals, such as *The Black Diamond* (Chicago) and *Coal Age* (New York), disagree as to whether the public will have to foot the bill in this instance. *Coal Age* believes that “the change, if any, will be in the mine price,” while the Chicago publication holds that “a substantial increase in the cost of hard coal to the consumer is inevitable.” *The Coal Trade Journal* (New York) agrees with the *Black Diamond*, saying: “the Commission's statement does not square with the facts, and already it has been used to create a false impression in the minds of the public. An increase in the price of coal to the consumer is justified by the award.” To quote further from this authority, which seems to consider higher retail anthracite prices both likely and not unfair:

> “Whether, however, the major producers in the hard-coal regions will absorb the difference between the increases made this spring in anticipation of the award and the increases actually allowed by the Commission can not at this time be stated. As a matter of policy they may decide to absorb the difference; but as a matter of cold justice they should not be required to do so.”

DECREASING FEAR OF IMMIGRATION

CONTRARY TO MANY PREDICTIONS the tide of immigration from Europe is approaching the high-water mark of prewar days—5,000 arrivals a day now at Ellis Island; 800,000 immigrants in the year ended June 30, compared to 141,132 during the previous year and the record of 1,285,349 in 1907, according to the Department of Labor; steamships taxed to the limit of their capacity and all available accommodations booked for a year in advance. Metropolitan journals welcome these prospects of making up a shortage of labor, generally indorse the department "shake-up" which promises more considerate and efficient handling of immigrants at ports of entry, and in most cases sound the call for friendly Americanization. The change from bitter war-time emphasis on perils to the United States from hordes of foreigners is striking. The swing of the pendulum is marked by a census statistician in *The Atlantic Monthly* who would have overseas critics, and incidentally home observers as well, remember "the unruffled fifty-five millions" of native American white stock which he figures out to be the cumulative dominant element in the United States of to-day.

Continuation of the present wave of immigration will do much to relieve the shortage of labor by which industry and enterprise generally are severely handicapped, observes the Boston *Transcript*, whose comment is representative of the opinion of many papers.

> "The immigrant of the better type is needed in America. There is plenty for him to do here, and the opportunities for him to advance and become a useful American citizen were probably never greater than they are to-day.
>
> "America has need of the immigrant. But in his coming he lays upon the American people grave and inescapable responsibilities. Those responsibilities must be cheerfully and promptly accepted if the balance-sheet of immigration is not to register a deficit. America, the 'land of opportunity,' owes to each of its prospective citizens a chance to learn the principles upon which the greatness of America has been builded. Not to provide such a chance to every one who knocks at our doors would be to give visible aid and comfort to the enemies within our own household."

The fact that many of the immigrants are reservists who went over to former homelands leads to varying comment. "For every emigrant with his smattering of American ways there is an immigrant who knows nothing regarding practises here," remarks the Detroit *Free Press*, and thorough assimilation and care to start them right must be provided. The Jacksonville *Florida Times-Union* encouragingly points out that doubtless those who return have had an American influence on their friends in foreign countries. The Salt Lake City *Deseret News* thinks there will be another advantage in the return of men already in a measure familiar with American methods: "They will be able to enter at once into lively competition with those engaged in their particular kinds of labor," and so relieve shortage and increase efficiency. The Newark *Ledger* protests against the reported plan of organized labor to ask Congress to impose further drastic restrictions on immigration, including higher educational and property qualifications. "It is unskilled labor which immigration brings," and "when we have a vast supply of this essential knocking at our doors, turning it away arbitrarily to ease groundless apprehension that it will lower wages is not to be thought of."

Against alarmist and superficial misconceptions of the contents of the American "melting-pot," Mr. W. S. Rossiter, in *The Atlantic Monthly*, sets his calculation that "the American native stock, with its assimilated early additions, is the greatest Anglo-Saxon element in the world," in numbers greater than the combined population of England, Scotland, Wales, and Canada. These constitute "the unruffled fifty-five millions," "the placid deeps of the nation," the homogeneous basic stock of "the real American." Mr. Rossiter is chairman of an Advisory Committee to the Director of the Census and writes in answer to the question, "What are Americans?"

> "Primarily they are a mighty company of nearly fifty-five millions of men, women, and children of British ancestry, including the descendants in the second or later generations of Irish, German, and other immigrants who came to America sixty years ago, or earlier, and including also later Anglo-Saxon arrivals and their children, welded into one vast and surprizingly homogeneous element. This element is the pillar which supports the Republic. It is the element which manages and controls the United States. Even in places where it is in a minority it generally leads. The activities of the nation, infinite in variety and extent, both intellectual and material, are principally in the hands of persons of the native and allied stock. The farmers are largely native, as are lawyers, clergymen, physicians, school-teachers, bankers, manufacturers, and managers. Yet this is no exclusive company or class, since these vocations are open to all who qualify."

The census figures showing about one-third of our population as foreign-born or their children does not justify the European conception of a mongrel America, according to Mr. Rossiter. He analyzes the census statistics of "natives of native parentage" constituting the largest group of our population. This began with 3,200,000 white population at the first census in 1790, practically "basic British stock," which had become 39,000,000 in 1910. Descendants of the immigrants before 1860, British, German, and Irish, early and quickly assimilated, raise the reckoning to 43,100,000. Including offspring of later British stock, the computation becomes 44,200,000. Add 5,100,000 persons of Anglo-Saxon birth or parentage and the total is 49,300,000. Half a million Scotch-Irish raise the figure to 49,800,000. Allowing but 10 per cent. increase for the decade since 1910, the estimate for 1920 is 54,800,000 in a total white population of approximately 94,000,000. As for 11,000,000 negroes, Mr. Rossiter points out that they "know nothing but America," have "little use for foreigners," and at least half of them, comprising the more intelligent element, "ought to be classed as standing with the native white stock in purposes and ideals."

While the average native American is not especially pro-British, nevertheless, the writer says, "the American and British, springing in the main from the same blood, speak the same language of ideals and purposes."

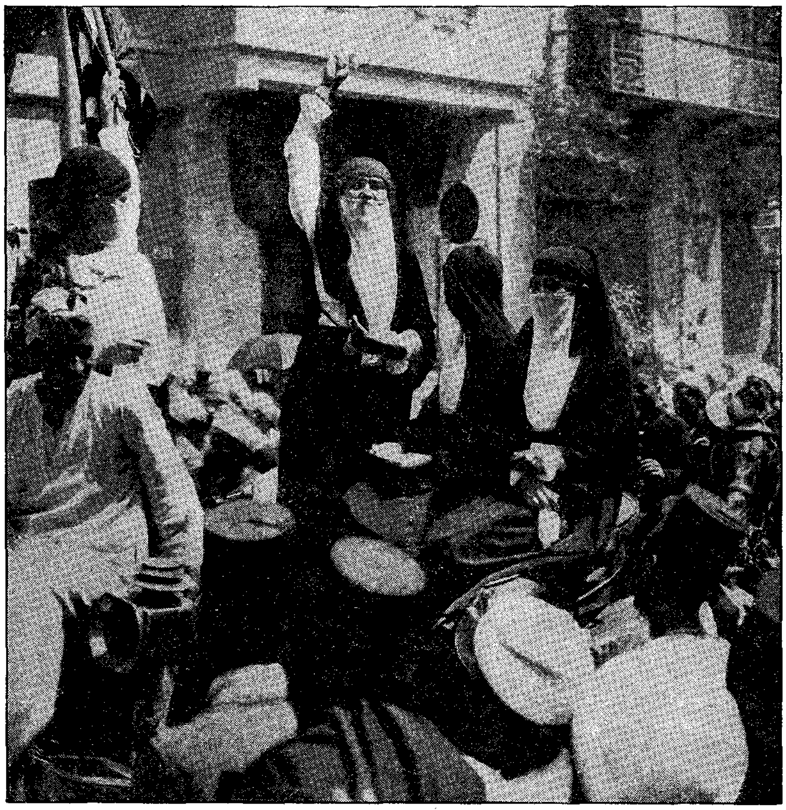
> "Talk of serious disagreements between Great Britain and the United States is preposterous. Were Irish agitators to attempt to precipitate trouble, the great Anglo-Saxon bulk of the nation would be heard from in no uncertain tones. Meanwhile, it is hard—especially for foreign observers—to realize that, just as the waves break and roar upon the surface over untroubled deeps, so on the surface of the great body of the American people, nearly fifty-five millions strong, Irish agitators roar and the restless and frothy of other nationalities shout and intrigue. With us, patient endurance is part of the great task of assimilation."

What *The Atlantic's* article would prove, comments the New York *Evening Post*, is "simply that the close-welded center is still easily strong enough to determine the line of the national march."

> "A danger lurks in all attempts to define national character with reference to blood and race, for our national character transcends them. A Greek or Italian ten years in America may easily be a better American than the descendant of Puritans. But we can at least appeal to the statistics of blood and race as an argument for the purpose of enlarging, not contracting, our nationality. In so far as they show that talk of 'swamping' the old stock is wild they serve a useful purpose to old and new stock alike. Danger actually exists that here and there, in this city or that, immigrants may grow too numerous, and our present concern with Americanization was much needed. But in the large view exclusionists can gain no comfort from census figures."

"CUBAN" INDEPENDENCE FOR EGYPT

GREAT BRITAIN'S surprizing agreement to recognize the independence of Egypt will take the form of a treaty substantially copying the existing agreement between the United States and Cuba, according to ex-Governor Folk, legal adviser to the Egyptian Nationalist Bureau in Washington. "Egypt's victory," "Egypt getting a new chance," "Self-determination for Egypt," "A new colonialism," "Creation of a situation of almost unprecedented importance in the history of British imperialism," are among the phrases employed by American editors to characterize the cabled news of "official" confirmation of such recognition, as agreed upon by the Milner Commission and an Egyptian delegation. "Independence" is quoted with a question mark by not a few of our editors; others want more detailed information. But these chief points announced by the London *Times* are generally accepted as authoritative:



THE NEW WOMAN IN THE NEW EGYPT.

Egyptian women preaching self-determination in the streets of Cairo.

> The protectorate declared during the war is to give place to recognition of Egyptian independence and a treaty of alliance under which Great Britain undertakes to guarantee the existence of Egypt against outside aggression. The British army of occupation and British government officials are to be withdrawn within an agreed period. Egypt will recognize Great Britain's privileged position in the valley of the Nile and agree, in case of war, to afford every facility for access to Egyptian territory. Great Britain will maintain a garrison in Egypt in the Canal zone. Egypt regains control of foreign relations, subject to her not making treaties contrary to British policy, and will have the right to maintain certain diplomatic representatives abroad. Capitulations will be abolished. British officials will be represented on, if they do not wholly control, the Public Debt Commission. Further negotiations will cover the Sudan problem.

Nearly all American comment contains an "if." Says the Springfield *Republican*: "If Egypt can be propitiated by a settlement which will leave the Suez Canal secure it will add immensely both to the stability of England's Asiatic empire and to the tranquillity of the world." So also the Manchester *Union* declares that if the British Government can successfully execute the policy outlined, "it will possess truer allegiance and have much more real power in Egypt than it has since English influence became paramount on the Nile. To accomplish that feat would rank the work of the Lloyd George premiership, as regards foreign policy, along with some of the boldest attempts of Peel and Russell in the middle and Disraeli and Gladstone in the latter half of the nineteenth century."

"So far as it goes," says the Pittsburgh *Dispatch*, "it is a new and better statesmanship than was imposed by force on a subject people." The Lowell, Mass., *Courier-Citizen* concludes:

> "Naturally there can be no complete surrender of control in the zone bordering the Suez Canal; and the ultimate effect is probably not unlike that produced by our own arrangements in Panama. Egypt will be trusted as far as she proves worthy of trust; but the guiding hand will not be far away. No one of sense can well ask more."

The Buffalo *Express* concurs, in this résumé:

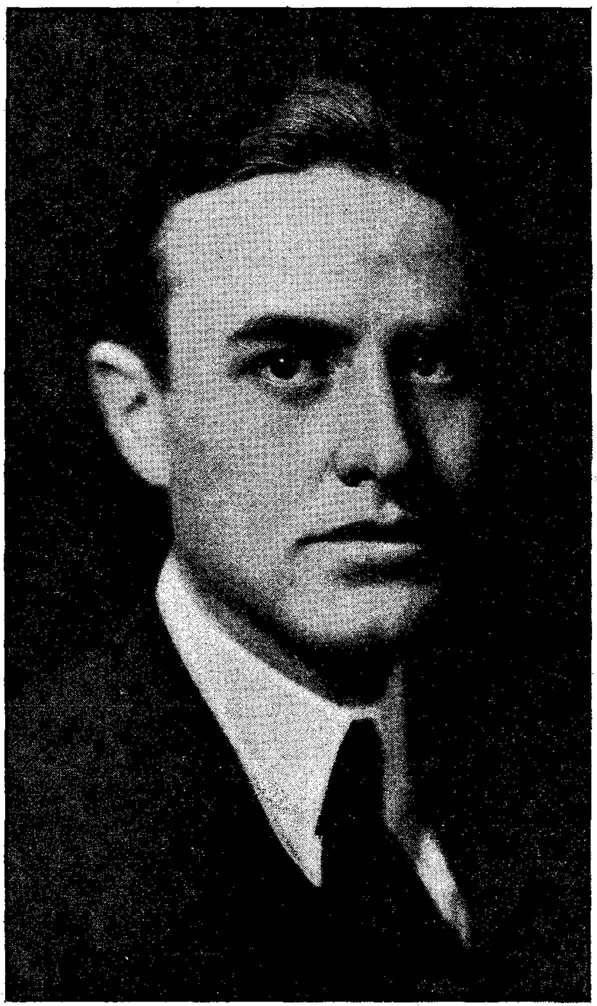
> "Egypt became independent immediately after Turkey entered the war on the German side. Up to that time the country was a part of the Turkish Empire, paying tribute to the Sultan. The status of the British Government was that of an occupying Power administering the country primarily for the protection of creditors, much as we are administering Santo Domingo and Haiti. Incidentally the British rule has proved of great comparative benefit to the Egyptian population, which was ground to the lowest degree of poverty and oppression under the Turks. The declaration of independence and choice of a new anti-Turkish khedive at the beginning of the war left Egypt still under the practical control of Great Britain, as was necessary both for her own protection from German-Turkish conquest and for the general prosecution of the war. The final settlement, however, requires that some clearer status be established. This will doubtless preserve the nominal independence of Egypt, and perhaps look to the greater development of home rule, but it is not likely that British control will be essentially slackened, since that, in present circumstances, would involve danger of a lapse into anarchy and barbarism. British rule has not been an unmitigated blessing, but there is no reason to believe that even the educated natives who have been revolting against it are capable of maintaining as good a government."

Many journals recall Gladstone's declaration back in 1882 denying that Britain contemplated "indefinite occupation" of Egypt; refer to the present King George's telegram after the war-protectorate was proclaimed in 1914 to assure the new Khedive of "unfailing support in safeguarding the integrity of Egypt"; and note the qualified recognition of the protectorate by Secretary Lansing based on the King's assurances.

The Washington correspondent of the New York *Evening Post* reports that the recognition of Egyptian independence is a blow to Bolshevik propaganda in the Near East no less drastic than the repulse of Soviet forces on the Polish front. Britain cuts the ground from under the Lenine and Trotzky appeal by redeeming a long-standing pledge. But the Socialist New York *Call* thinks that the "'independence' granted Egypt is an expedient adopted and to be maintained until the storm subsides." The Boston *Globe* speaks like many other papers in saying that "Egypt is an important strategic link in the British Empire. If Britain can relax her hold there, she may decide to yield even in Ireland. The Seattle *Times*, however, exclaims, "Alas, poor Egypt!" contending that only those will believe that the new policy will succeed "who constantly are anticipating miraculous results from impossible governmental experiments."

A SHIPPING ALLIANCE WITH GERMANY

"AN EPOCH IN MARITIME HISTORY," says the Philadelphia *Press*, "was marked when the passenger and mail steamship *Susquehanna* (formerly the German liner *Rhein*), flying the American flag, steamed into the harbor of Bremen, Germany. This established a new shipping link, and opened, after a lapse of years, the channel of commercial and social contact between the United States and Germany." This seeming miracle was made possible by the twenty-year agreement entered into by the Hamburg-American line and the American Ship and Commerce Corporation, headed by W. Averill Harriman, son of the railroad "wizard," a plan which was briefly referred to in THE LITERARY DIGEST of September 4. Under this agreement, each service is to be considered as a separate and distinct unit—the American company acting as agent for the German line in American ports, and the German company performing a similar duty for the American company in German ports. Four new passenger-liners are to be constructed, we are told, and in the beginning the merged companies will cater almost exclusively to the third-class, or emigrant, trade. By this arrangement the thirty-year-old son of the railroad financier becomes a world factor in shipping, just as his father was a world factor in railroad-building and operation, as before the war the Hamburg-American line was one of the leading steamship companies of the world.



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A TWENTIETH-CENTURY SEA-KING.

W. Averill Harriman, son of E. H. Harriman, the railroad magnate, has turned to shipping because he considers it "the most important matter connected with the growth and well-being of the United States."

"There is something of a shock in this announcement," declares the New York *Times*, "but we must accustom ourselves to such incidents." The Philadelphia *Bulletin* looks upon the merger as "an unequivocal denial of the existence of a state of war," and a declaration, in effect, because of the Shipping Board's cooperation in drawing the contract, "by the United States Government, that the state of war is at an end." While the New York *Tribune* says "there is always the possibility that the Hamburg-American Company, before the war a leading German agency for propaganda, and during our neutrality an active espionage and sabotage agency here, is cleverly engaging the United States to pull Germany's chestnuts out of the fire," and the New York *Globe* wishes to know who "holds the control," the consensus of opinion seems to be that the arrangement will benefit generally the American merchant marine. According to the vice-president of the American party to the contract, it will work out in this way:

"Under our agreement with the Hamburg-American line, we will have the use of their excellent docking and passenger-handling facilities in Hamburg. The German docks and equipment are probably the best in the world. For the present, in the port of New York we will make use of the three piers we now control here. One is in Manhattan, another is in Brooklyn, and the third is in Staten Island. They will meet our requirements until we branch out considerably. However, we are planning for the future, and have already made application to the Shipping Board for the use of some of the former German piers in Hoboken."

The youthful head of the American company, in a New York *Evening World* interview by Martin Green, tells us that he "is in shipping because he considers it the most important matter connected with the growth and well-being of the United States." Mr. Harriman is "anxious that young men of ability and spirit shall look into the shipping business and come to a realization of the great opportunities it offers to American youth." The company of which he is the head is said to control the United States Transportation Company, and to own the Chester Shipbuilding Company, Cramps' Shipyard, the Kerr Navigation Company, the Shawmut Steamship Company, the Harriman Yard, at Bristol, Pa., and ships operated by the United American Lines, Inc., and the American-Hawaiian Steamship Company. "No wreckage marks the trail of young Harriman through the field of international shipping," notes Mr. Green, and we are told further that—

"W. A. Harriman occupies to-day in the world of shipping a position analogous to that occupied by his father in the railroad world fifteen years ago. The elder Harriman achieved results by what might be called direct-action methods in business. The policy of the young man which has enabled him to control, wholly or in part, steamship routes connecting the ports of the United States with not only the principal but the most remote points of the rest of the world, has been one of conciliation.

"W. A. Harriman is an altruist in international transportation enterprise; his father was an altruist in transcontinental transportation enterprise. In the height of his aggressive activities nobody visualized E. H. Harriman as an altruist. It has taken the passage of years to show that he was really actuated by a spirit of altruism in seeking to control a railroad line from coast to coast, and business history records that every step he took in connection with the properties he acquired was constructive and beneficial to the owners of the properties and the people served by them."

By the new arrangement, then, we have, in the words of the Boston *Globe*, "a shipping company without ships" merged with a shipping company heretofore without influential foreign connections. "There is nothing complicated about the deal," explains *The Globe*. And the New York *Times*, "assuming that the partnership is to be American," thinks "there is much to be said in favor of the terms; each contributes what the other lacks." But *The Times* would have us be wary of German schemes. We read on:

"The Hamburg-American line now finds itself within the breakwater from which foreign ships were to be excluded, according to the policy announced for the Shipping Board.

Are favors to be shown to the German-American combination that are to be withheld from any other foreign lines? . . . There is no necessary reason why such a combination should not be successful, but the draft of the agreement shows that the partners propose to keep a wary eye on each other. Bystanders may be trusted to be equally observant."

Mr. Harriman contends that "it is absolutely necessary that the United States control enough of our commerce to be independent" of foreign shipping. "The idea of having the products of the United States distributed by the ships of England or any other nation is economically indefensible," he adds. When there is criticism of his initiative in entering into an agreement with a German line, he defends himself by declaring that if he had not done so, a British concern assuredly would have opened negotiations with England's recent antagonist. "And if we develop our merchant marine, we need not fear German competition," believes the New York *Evening Mail.* This accords with the view of the Newark *Evening News*, which even declares "there can be no doubt that the arrangement holds valuable advantages for us." Continues *The News:*

"We may employ the facilities, avail ourselves of the experience, enjoy what may remain of the prestige of our German partner. But the further we keep away from his methods, which embittered the commercial rivalries of the past, the more successful we shall be in rendering the combination an instrument of peaceful commerce and an influence for forgetfulness of the embitterments of strife."

There are many papers, however, which find it hard to overlook our relations since 1914 with Germany. The Buffalo *Evening News* thinks the two companies entering into the mutual agreement "might have waited at least until the two countries were formally at peace." Furthermore, asks this paper:

"What will this country have to show for its activities at the end of twenty years? By that time the Hamburg line probably will have a sufficient fleet to meet all requirements of trade and passenger service. It will have its docks, piers, and all other physical equipment intact. Will the American lines operating on the German routes have any of these things?

"Perhaps it will prove a good business adventure for twenty years, but what after that? It would seem the better plan in the long run for American lines to develop their own trade routes and look to the construction of their own port facilities; in other words, to operate quite independently of the Hamburg and all other lines."

"The partnership will cause a good deal of surprize," agrees the Springfield *Republican*, "but it is no doubt one of the necessary agreements by which German enterprise will gradually be restored." And while the Philadelphia *Public Ledger* reminds us that "the combination is made with the subjects of an enemy country who exercised even criminal zeal in carrying out the most malign anti-American policies of Germany before we got into war," it continues:

"If the combination is experimental, at least it is one that may well be made in the interest of the extension of the American merchant marine, which is not in a position as yet to compete openly and freely in all the ports of the world through its own shipping organizations. But neither this combination nor any other that may be made should interfere with the development of our own shipping under the flag and under obligations to no other country. We now have, through war-emergencies, a large share of the trade of the world carried in American bottoms, and now is the time for the Shipping Board to do everything in its power to hold this trade and develop it."

TOPICS IN BRIEF

Look not on the whine when it is Red.—*Columbia Record.*

The Union will be preserved, but never again will it be pickled.—*Boston Shoe Retailer.*

Now is the time for all good women to come to the aid of the party.—*Columbia Record.*

At any rate, the female of the species is more dependable than the mail.—*Baltimore Sun.*

Decline in sugar prices may be described as little drops of sweetness. —*Philadelphia Evening Ledger.*

There are doubtless many "wets" who would rather be tight than President.—*Associated Editors* (*Chicago*).

Under the new dispensation a husband and wife of opposite politics can simplify the duties of citizenship by "pairing" again.—*New York Morning Telegraph.*

The essential lack of material in Poland is that there are not enough Poles to build a fence against the hordes of Russia.—*Columbia Record.*

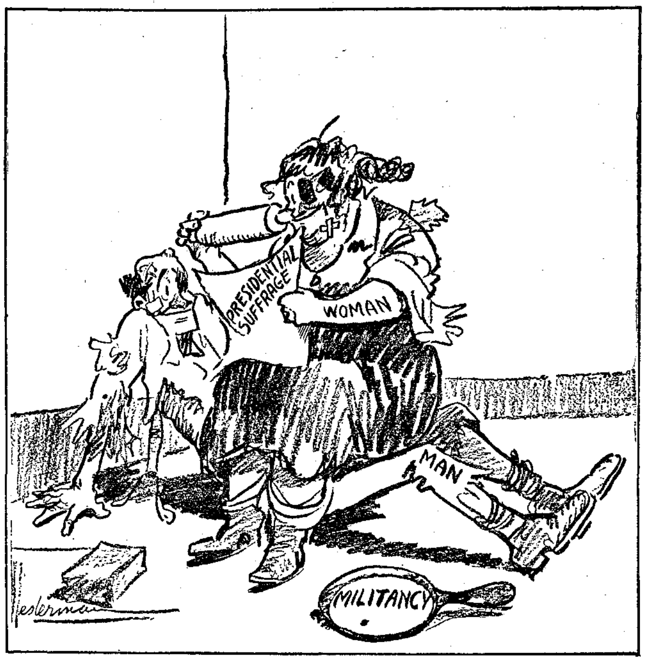
Scientists claim California's earthquakes come mostly in dry years. Wherein the "wets" have another argument against prohibition.—*Non-Partizan Leader* (*St. Paul*).

Senator Harding says that, if elected, he will change all of our foreign policies. Going to write them with Republican companies, we assume.—*Columbia Record.*

What if the number of votes accorded each country in the League of Nations should be decided by the points each nation won at the Olympic games?—*Boston Shoe Retailer.*

The Democrats might argue further that the great campaign fund they attribute to the Republicans is an example of prosperity under a Democratic administration.—*Indianapolis News.*

The "no-babies" edict of apartment landlords is cutting down America's birth-rate, experts claim. Here's the one consoling thought—if there are fewer babies born, there will be fewer apartment landlords born.—*Nashville Tennessean.*



Man—"You Know I Was Only Foolin', My Dear. I Wanted You to Have It All the Time!"

—Westerman in the Columbus *Ohio State Journal.*

All Europe lacks for another big war is the price.—*Bridgeport Star.*

Once the world is saved there's going to be a tremendous lot of unemployment.—*Los Angeles Express.*

In Lenine's claim of ultimate world-domination, he says nothing about conquering Ireland.—*New York World.*

We know one thing—if women get in politics we won't bet any hats with 'em.—*New York Morning Telegraph.*

Some political candidates appear to think they are running on an amphibious ticket.—*Boston Shoe and Leather Reporter.*

Lots of people in this old world get weary of well-doing, while others just get weary of being well done.—*Financial America.*

The world is getting better when even the righteous can't get away with the wickedness attempted by Germany. — *Associated Editors* (*Chicago*).

We are as free as the people whom the bosses select for office permit us to be and as equal as our bank balances indicate.—*New York American.*

Don't be too sure of America. A country that would trade Liberty bonds for oil stock might fall for Bolshevism. — *Associated Editors* (*Chicago*).

Jess Willard wants another crack at Jack Dempsey. Next thing Bill Hohenzollern will be seeking a return match with the Allies.—*St. Louis Post-Dispatch.*

There appears to be another reason for the shortage of help. Automobiles are killing the population at the rate of one every thirty-five minutes.—*Newark News.*

A corporal in the 339th United States Infantry has just received official notice that he is dead. Once in a great, great while, these days, a letter gets in ahead of time.—*Detroit News.*

We are expecting every day to hear Senator Harding declare that the early period of the Garden of Eden was Republican, and that the fall was caused by a Democratic administration taking charge of the works.—*Columbia Record.*

FOREIGN - COMMENT

DANGERS OF JAPANESE-AMERICAN FRICTION

IF PERMITTED TO GO ON the sort of irritation and pin-pricking that has been indulged in by both the Japanese and by Americans "may lead to almost anything," is the warning issued by Mr. Hanihara, Japanese Vice-Minister of Foreign Affairs, in an official statement issued at Tokyo. Mr. Hanihara can see no possible cause for a crash between his country and the United States, yet the condition of irritation is so frequently eruptive that he declares "we must go straightway to the root of every anti-Japanese and anti-American agitation or movement with the acts of ruthless publicity and education," and he adds: "Light must be thrown upon dark places; no sore must be allowed to fester unseen. If both parties are determined on a square deal we may look forward with absolute confidence to lasting peace and friendship on the Pacific." The possibilities of cordial relationship and harmonious cooperation between Japan and the United States, he maintains, are "so tremendously great and the interests at stake so vast and far-reaching that we can not afford to trifle or muddle with any question, however trivial in itself, that is of common concern to us." Press reports quote the Vice-Minister as saying further:

Photo Adachi.

MRS. AND MR. HANIHARA,

Japan's Vice-Minister of Foreign Affairs, who says "we must go straightway to the root of every anti-Japanese and anti-American agitation or movement with acts of ruthless publicity and education."

"Many far-sighted men have predicted that the Pacific Ocean would become the chief theater of world-events, and this prophecy seems now in a fair way to be realized. Never before have the relations between the United States and Japan, two of the principal countries bordering on that ocean, attained their present degree of importance. It is high time, to my mind, for people on both sides of the Pacific to awaken to the significance of the new era that has dawned and ponder with deadly earnestness things that concern them jointly.

"Both here and in America there certainly have been men, broad-minded and forward-looking men, who, with almost religious ardor, have advocated the good relationship of the two nations. I am second to none in doing homage to these zealous workers for the noble cause they have espoused.

"It appears to me, however, that it is not enough for a handful of representative Japanese and Americans to talk of good-will and mutual friendship around dinner-tables and in formal messages. What is above all needed right now is right feeling, sympathetic understanding, and generous treatment of one another on the part of the two peoples as a whole. It is this charitable attitude of the popular mind that every true friend of Japanese-American amity should endeavor to cultivate. . . . . . .

"The Japanese question in California, for instance, has done more than anything else to ripple the otherwise smooth surface of our interrelationship. But no vital interest of either country is necessarily involved in this question. It is only a local affair, as so many of the American friends of Japan are accustomed to call it by way of dismissing it. Why should it then be suffered to remain a standing source of mischief and misunderstanding?

"If right feeling and proper understanding prevailed on each side and the momentum of healthy public opinion were brought to bear on it, the entire question would be solved without more ado. The lack of knowledge and appreciation of each other and an inability to think the other fellow's mind are what lie at the root of all that goes to disturb our peaceful intercourse."

But the sorest spot in the American-Japanese relationship, according to many Japanese journals, is the anti-Japanese agitation in California, and as an example of the bitter comment to be found we may take the utterance of Mr. Katsuji Inahara in the Tokyo *Yamato*. He holds that the Japanese in America "are being subjected to the treatment which led to the exclusion of the Chinese," and he proceeds:

"The reason why the Japanese immigrants were welcomed at first was that extra labor was needed to open up virgin soil, but now that the task is over, the Japanese are no longer wanted. This is responsible for the present anti-Japanese agitation. The Japanese are threatened with absolute exclusion. China submits to exclusion by treaty, while Japan refrains from sending any more emigrants under the gentlemen's agreement. Both are the same thing in effect. The agitators have now set about throttling our brethren in California. We should not be complacent and say that the agitation is merely an offshoot of the political season.

"Some say that the exclusion of the Japanese is due to economic reasons, but these people are only imitating the sayings of Americans. How can the control of only 30,000 acres by the Japanese out of a total of 100,000,000 acres in California be the reason for the vehement agitation? Reference is made to the lowness of wages and of the standard of living, but these are not important matters. It is further pointed out that the Japanese have a different civilization and are difficult of assimilation. Again, these are not the real reasons for their exclusion. The real reason is to be sought elsewhere.

"It is to be found in a manifestation of *yaju-sei* (wild-beast nature). To speak plainly, it is of a piece with the instinct of a dog which barks if the passer-by has alien appearances. It is an unhuman and bestial instinct and does not, of course, bear the slightest resemblance to the spirit of the League of Nations. At Versailles, Mr. Wilson confirmed the bestial instinct as strongly as possible. At that very moment he was not a human being, but a beast."

The Tokyo *Yorodzu* describes the anti-Japanese movements in America as "fanatical" and laughs at the idea that they are designed to meet the purposes of the Presidential election. The fact is that "the Americans are now trying to subject the whole world to their selfish plan, and this action is more harmful to the cause of humanity than was German militarism." America is "no longer a country of Lincoln, but a land of selfish devils," and the *Yorodzu* continues:

"There are not a few among our countrymen who are subsisting on incomes from the American sources. They are liable to be spellbound by the American propaganda. We do not know what opinion they entertain about the recent American activities. But the Japanese people may have now realized what the ultimate objective point of the American drive is. The Japanese people are always friendly to foreign nations and are anxious to preserve peace. But they will not stand for anything which will tend to destroy international relations. The Americans may maintain that they are only attacking the militarism of Japan in the interest of peace. But eloquent facts have now exposed America's true intention. Do not the American people care even if their actions should cause serious results?"

In contrast to the horror inspired by America among newspapers like the one just quoted, we find a gentle note of tolerance in the Tokyo *Chuwo*, which ascribes anti-Japanese movements in America to the election-fever period, and observes:

"Japan does not permit laborers to go over to America. The Japanese in America do not interest themselves in politics nor in revolutionary movements; they conscientiously observe the American law and earnestly pursue their daily occupations. Such people should be valuable to the Americans, who ought to welcome them. The so-called anti-Japanese agitation in America is a question affecting America's sense of justice and humanity.

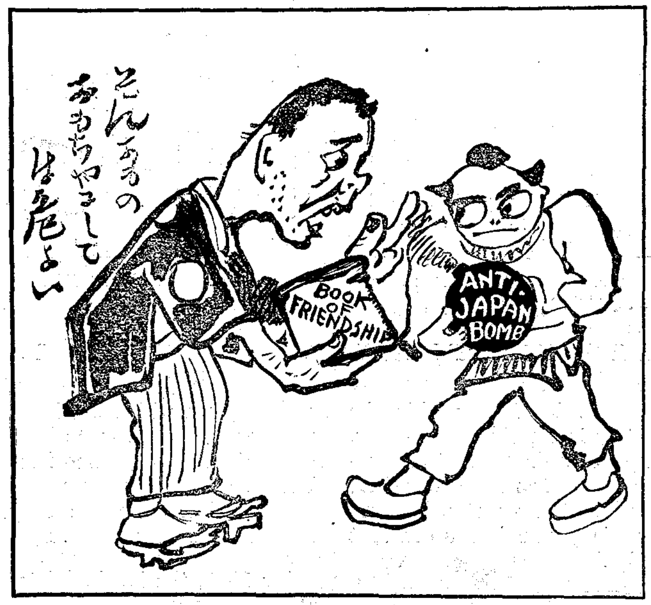
"The Americans, however, have special peculiarities. They say malignant things, but they are not so malignant at heart. They enact a law, but they are not necessarily determined to carry it into effect. But everything in elections is decided by the number of votes, and in order to obtain as many votes as possible the candidates and their supporters do not hesitate to take any steps. The so-called anti-Japanese movements are only designed to win the votes of farmers and laborers.

"In these days some influential Americans are urging the necessity of cooperation between Japan and America, and there are indications that Japanophobia is about to give way to Japanophilitis. The opportunity should be taken by the Japanese authorities and people further to promote their friendship with the Americans."

The Tokyo *Chugai Shogyo* is earnest in its expression that Japanese-American friendship "does much in the interest of the world-peace and is especially conducive to the tranquillity of the Pacific." If there should be war between Japan and America it would involve the whole world, remarks this journal with a solemn sense of appreciation, yet it feels that most Americans belong to the intelligent class and are "alive to the need of Japanese-American friendship and are trying to promote it with the object of preserving the peace of the Pacific and of furthering the civilization of the world." Unfortunately, this journal goes on to say:

"Low-class laborers and unintelligent men of America, however, are jealous of Japan, who has won her place among the Powers of the world, and of her laborers, who are industrious and faithful. Jealousy, fear, and suspicion have led to anti-Japanese movements, and the statesmen and journalists who are only concerned with their own interests are catering to the laborers and unintelligent persons.

"It is difficult for Japan to connive at the present anti-Japanese situation in America. Are not repression of the negroes and the exclusion of the Japanese contrary to the principle of justice and humanity of which America is a protagonist?"


そんなもの
おもちやにして
は危ない
BOOK OF FRIENDSHIP
ANTI-JAPAN BOMB

A JAPANESE WARNING.

"Better read this book and put away that dangerous toy."

Japan and the Japanese (Tokyo).

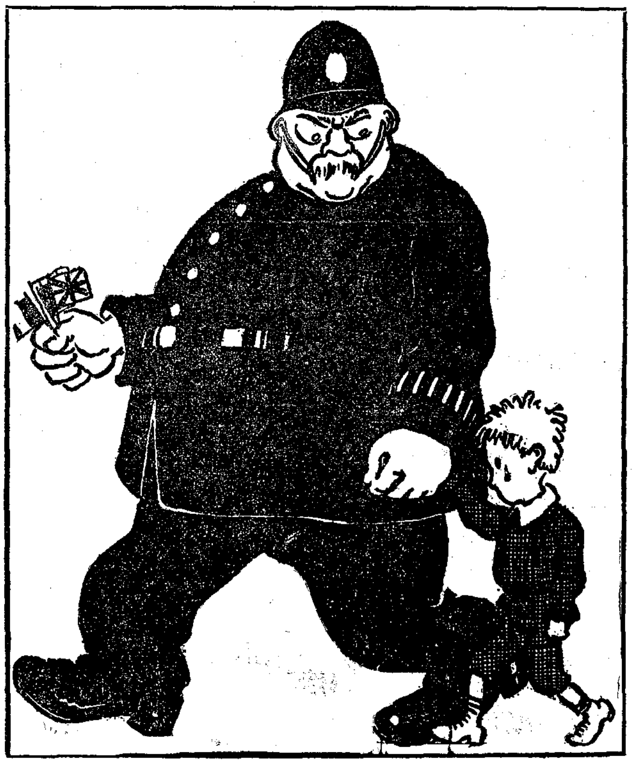
WHY BULGARIA IS ANTI-BOLSHEVIK

THE CHIEF REASON for Bulgaria's natural resistance to Bolshevik virus is that the proletariat is only a minor fraction of the population in that country, where there has been no development of industry on a grand scale. So we are informed by a Sofia correspondent of the Paris *Temps*, who tells us that at least seventy-five per cent. of the entire population is made up of agriculturists. The land is not concentrated in the possession of any particular class and the type of ownership is that which prevails in France, namely, the small individual holding. As a result, the Bulgarian peasant has never practised the essentially Asiatic patriarchal communism of the Russian *mir*, and this informant proceeds:

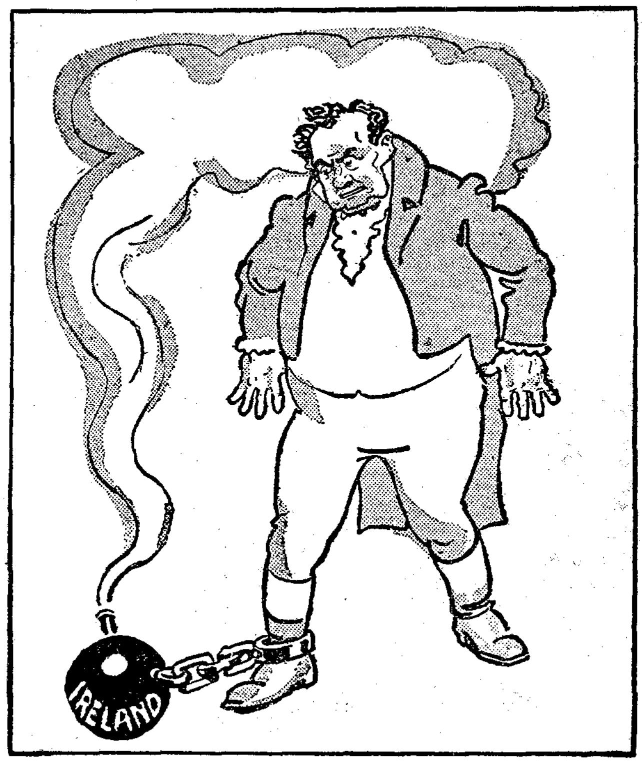
"What is more, the very practical nature of the Bulgarian rebels against any such system. So he was not in the primitive condition of mind that characterized the *muzhik* at the outbreak of the Russian revolution, or in the state of servile subjection that characterized the Prussian peasants with regard to the Junkers. Class antagonism in Bulgaria consequently can never become very general. Bolshevism has been able to infect only a small part of the population, including, besides the workers and some departmental functionaries, the intellectuals, former partizans of the pro-German former Premier, Radsolavof, who, at present, are following the example of certain German nationalists in supporting a policy of 'all's for the worst.' There is also to be counted a section of the lesser *bourgeoisie* which has been thrust through poverty and insufficient wages into the ranks of the proletariat."

As for the Bulgarian Socialists, this informant goes on to say, their attitude might cause disquiet if their political influence had not become almost *nil*. At a recent congress they voted in favor of a resolution declaring that the party henceforward repudiated all cooperation with the *bourgeois* parties, and would continue its fight to secure political control and realize the "dictatorship of the revolutionary masses." The party, it is to be noted, definitely abandoned the Second Internationale, to ally itself with the Socialist Revolutionary groups of Western Europe, that is to say, with the "Independents" in Germany or in France and with the "Reformists" in Italy, and with all those who seek an adjustment with the Bolsheviki to form "a new united and mighty Internationale capable of revolutionary action." Decisions such as these, we are told, do not blind one to the fact that the party is so weak as to be impotent at the start; but it must be remembered that they strengthen the spirit of the extremist element in the nation, and we read:

"But whatever the influence of the extremists may be in Bulgaria the Bolshevik chiefs can never hope that this essentially agricultural country will become a new champion of Muscovite ideas. The soil is not at all favorable for such seed, and



THE CONSTABLE.—"You are going to prison, you little wretch: that will teach you to cry 'Hurrah for Liberty!'"—*Charivari* (Paris).



THE BOMB FASTENED TO JOHN BULL'S LEG.
—*De Amsterdammer* (Amsterdam).

VARYING FOREIGN VIEWS OF THE IRISH PROBLEM.

a spontaneous Bolshevik movement sprouting from within the country can be considered as completely ineffective. However, it may be explained there is a happy combination of circumstances in Bulgaria, proceeding above all from the practical, level-headed sense of the people, and their love of work and wish for regeneration after the war, which has raised up in that country a natural dike against anarchy."

IRELAND IN CONTINENTAL EYES

IRELAND'S "REIGN OF TERROR" becomes more inscrutable the longer continental Europe views it across the English Channel, we read in some sections of the French and Swiss press, and a host of correspondents have been exploring, as far as they safely dare, the scenes of "civil war" at England's threshold. They return to their countries either with vivid word-pictures of the "terror" or with reports of the reason for Ireland's ever-increasing turmoil. There is no disposition to harry England in their commentaries, but rather a painstaking impersonal effort to know what may be a solution of the wofully tangled problem. The worst possible policy has been pursued for months by England, according to the Paris *Journal des Débats*, which says that the present deplorable situation has been brought about "by a series of mistakes which, when examined as a whole, seems stupefying." The first mistake was made at the outset of the war, when Home Rule was voted in and was inscribed on the statute-book, and this newspaper proceeds:

"The Irish consequently had the law with them when they demanded the application of a reform definitely adopted. There was never a better occasion for the solution of the problem of Great Britain and Ireland. Mr. Redmond and the Nationalists, who at the time held the majority of Irish seats at Westminster, were ready for loyal cooperation. The Asquith Cabinet committed the error of deciding that Home Rule should not come into effect until after the war. This was a death-stroke to the Home-Rule but loyal Irish, who saw their political accord ruined. The Government yielded to the blackmail of the Ulster Orangemen, who, by forming an army, had given an example of illegal practise which the Sinn-Feiners were later to follow. In a speech made at Belfast on July 12, 1919, the leader of the Ulsterites, who has been the evil genius of Ireland, Sir Edward Carson, made this rather imprudent avowal: 'The very day on which the law of Home Rule was inscribed in the register of laws, it was born, it died, and was buried. And I can tell you who buried it. It was buried by the Volunteers of Ulster.' After such an utterance what objection can be made to the Sinn-Feiners when they followed in the footsteps of the factious minority of Orangemen!"

By 1916, the Nationalists, this newspaper continues, through the fault of the Government, had utterly lost credit in Ireland. In April of that year the revolution occurred and was put down in blood. The Government resolved to enforce conscription, but did not dare to do so. It is through such contradiction in procedure that authority is lost, in the view of this daily, which proceeds:

"In the spring of 1917 a great effort was made at reconciliation of the various parties, when they were gathered in an Irish convention under the chairmanship of Sir Horace Plunkett. At a given moment an adjustment seemed about to be realized. It guaranteed that in the lower house of Ireland 40 per cent. of the seats should be Unionist, but once again the irreconcilability of the Orangemen spoiled everything. Finally, by a small majority, the convention recommended a project which eventuated in nothing. From this time events moved thick and fast. In the elections of 1918 the Nationalists were practically wiped out and the triumphant Sinn Fein party, which stands for an independent republic, attempted to form the Parliament of Ireland—*Dail Eireann.* Mr. de Valera, who is at present in the United States, was proclaimed President of the Republic and Mr. Griffith Vice-President."

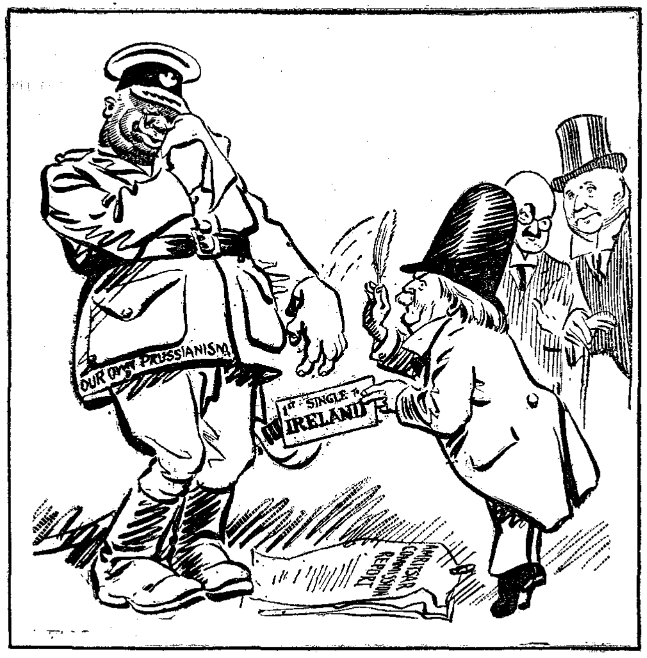
Then began the era of civil war, says this journal, which notes, nevertheless, that the supporters of the moderate conciliatory idea have not abandoned hope. Thus Sir Horace Plunkett founded at Dublin a league which seeks to attain for Ireland the status of a dominion with military guaranties assured to Great Britain. The London *Times* has fought intrepidly in favor of a generous and liberal policy toward Ireland. Finally, and this is the most important phenomenon, the British Labor party seems more and more to rally round the dominion idea as a solution. Meanwhile the British Government continues its policy of repression, and we read:

"It is possible that through savage energy it may establish order temporarily. But this is not at all a certainty, and in any case such procedure can only mark deeper the dividing-line between the two countries. In general it is not considered likely that the Government will enter into negotiations with the Sinn-Feiners, who have been driven to the extreme of irreconcilability as a result of the experiences of the Nationalists. As a matter of fact, there is only one way out. The Home-Rule Bill which the Cabinet submitted to the House of Commons is damned by everybody, and there is no possibility of an understanding based upon it. On the other hand, if the Government boldly announced that it would yield to Ireland the status of a dominion with conditions assuring Great Britain the military security to which she is entitled, it would bring together, as we have said before, all the reasonable elements in Ireland, and would make the position of the pure revolutionaries untenable. The worst of policies is that which has been followed for months past, and which can result only in civil war or in surrender. By taking the initiative England would have all the trumps in her hand. The hope of all her friends is that, pursuant to her lofty traditions, she will once again fix her strength on the foundation of liberty, and so come forth from this crisis greater than before."

Another French newspaper, *L'Echo de Paris*, interviews Sir Horace Plunkett for enlightenment on the "Irish Republic," of which he is quoted as saying:

"In principle I am not opposed to the republic; but the time is not opportune. Consider for a moment that even if England were to leave Ireland to herself, we should not be in the least independent. We should, of course, have to have a fiscal system, but as soon as we should attempt to negotiate commercial treaties with England we should be at her mercy. From an economic standpoint, we are too dependent on England, which sends us coal, iron, steel, and a multitude of manufactured articles. We are essentially an agricultural nation. Altho we possess great and undeveloped mineral resources, our industry can not live and thrive except through English industry. Whether we wished it or not, we should be for a long time bound hand and foot to the industrial supremacy of Great Britain. As to our resources, they must be first drawn from the soil and then we shall know what we have to dispose of. But our aim should not be for complete separation, which is absurd, but for liberty in our domestic management with the right of friendly negotiation instead of being subject, as we are to-day, to the brutal dictation of our neighbors. What we must obtain from England is political separation and close economic cooperation."

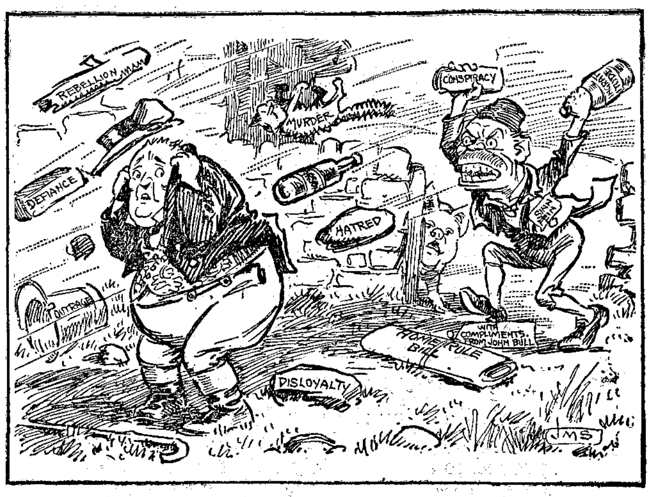
In reply to the question whether Ulster would accept Dominion Home Rule, Sir Horace Plunkett is quoted as saying that Ulster "must have faith in the rest of Ireland and yield a loyal effort toward a single Irish government." Ulster might have the right to withdraw from such a government, Sir Horace is reported to have said further, "in the very improbable case that she should not be satisfied with union with the rest of Ireland." As to the way the one remedy for Ireland's troubles, her right to choose her own government, is to be applied, Sir Horace is quoted as saying:



AN ENGLISH THRUST AT ENGLAND THROUGH INDIA.

"Take that! and that! you bad boy, you, for forgetting that British rule does not rest on force. And now—go to Ireland."

—*Star* (London).



A ONE-SIDED WAR.

JOHN BULL.—"I've no intention to fight you, my good man! You can have any form of government you like, bar separation from the Empire."

—*Western Mail* (Cardiff, Wales).

"In the first place, the military régime in Ireland must be abolished, because since the armistice it has been the worst of provocations. Then Carson Home Rule must be abandoned. Finally, the people of Ireland must be called upon to elect a national assembly, which shall have the responsibility of drawing up a constitution keeping Ireland within the British Empire. Above all, English political tricksters must keep their hands off and leave us Irish to ourselves."

A Swiss newspaper, the *Neue Zürcher Zeitung*, makes some illuminating remarks on the much-discust question of the weight of the religious differences in Ireland. This religious argument is not to be taken seriously, according to this newspaper, and it is hardly ever mentioned by level-headed politicians. But altho the "Papist" argument has in itself small force, we are told, it has been of great influence in the present agitation, and was used to draw the young men of Belfast and the surrounding sections to join the Ulster Volunteers, organized and armed by Sir Edward Carson, and this newspaper continues:

"Clergymen preached against Home Rule in every Protestant pulpit in Ulster, and the Ulster Volunteers swore to their loyalty in the churches. . . . It was a semireligious, semimilitary revolt against the English Government of the time. That the Government surrendered to the rebels without making any fight does not alter the situation. But the more unfortunate result was the destruction of the last remnant of confidence in Great Britain that was held by the southern Irish Nationalists, and to persuade the moderates that force was necessary for the defense of their rights. What Orangemen were allowed to do must also be allowed to Sinn-Feiners."

The *Neue Zürcher Zeitung* recalls that Ulster has not always been hostile to the fight for Irish independence, and that late in the eighteenth century it was the "stronghold of Irish republican sentiment," and it adds:

"Not until the separation of church and state in Ireland and until the Presbyterian clergy received subsidies from the treasury in the latter half of the past century did there gradually develop a split in the interest of the Orangemen, as the Ulster people call their party, and the Irish Nationalists. Opponents of Mr. Gladstone from the very beginning of his campaign took up the tricky slogan, 'Home Rule Means Rome Rule.' The words have passed out of current use, but the idea remains in the popular mind; yet if Ireland's independence in these days meant Roman domination, and if there were any real danger of the establishment of a Jesuit state in this part of the Atlantic Ocean, such a danger must have been immensely greater one hundred and twenty years ago, when Protestant Ulster was vigorously demanding to have a republic in Ireland."

PROHIBITION'S SHADOW ON AUSTRALIA

THE RIVETING OF PROHIBITION on America by the Supreme Court's affirmation of the Volstead Prohibition Enforcement Act has awakened some Australian editors to the fact as they put it that Australia is liable to have prohibition thrust upon it in the same earnest and suave fashion through which it was made the law of the land in the United States. They are not necessarily defenders of the saloon nor do they gloss any of the evils of alcohol, but they are distinctly antagonistic to the ways and means of prohibition advocates and seemingly feel they must warn Australians lest the fate of America be theirs. The Sydney *Bulletin*, for instance, thinks that the people "who live on teetotalism" are now looking for other worlds to conquer, secure in the knowledge that "the chains are on America for years, if not forever." Incidentally, this influential weekly remarks that the situation in America is "a queer commentary on democracy in operation," for—

> "It was created, during the war, by the votes of men in the House of Representatives and the Senate, many of whom have since been proved to be completely out of touch with the feeling of the country. In any event they were not chosen on a prohibition issue. Yet now, if the effect of their unauthorized work is to be overcome, the antiprohibitionists will need to get as pledged supporters of their cause two-thirds of the votes of both Houses and thirty-three of the forty-five States whose representatives have already voted dry."

Outside the United States, *The Bulletin* goes on to say, it is a common error to suppose that the prohibitionist is "still no more than a cleric who advocates cold tea in the intervals of hot-gospeling." The question is far more complicated than that in these days, according to this weekly, which says:

> "All sorts of big employers of labor are interested parties. The white workingman the world over has, broadly, but two luxuries, tobacco and beer, or, in the case of southern Europeans and a few Australians and Californians, wine. The great retailing shops in States like Maine and Kansas found, years ago, that wherever prohibition was reasonably effective the women got hold of the money that the men had been accustomed to spend on conviviality and 'blew' it on feminine or domestic luxuries. Hence the American press, with that frankness which the libel laws of the United States permit, charged both Representatives and Senators with taking bribes wholesale from stores and manufacturing concerns on what to them was purely a business issue. The I. W. W. section chuckles that the capitalists herein took a characteristically short-sighted view. It holds that the more barren and joyless the worker's life is made the more restless he is sure to become—that if it were only possible to deprive him of racing, smoking, pugilism, and every other temptation toward the baser life he would turn anarchist from sheer exasperation. And it points to the Russian law to repress vodka-drinking, enforced against the peasants at a time when the sweet champagne beloved of the aristocracy was pouring in from France, and says that the prohibition obviously didn't do the revolution any harm. In consequence every Bolshevik and anarchist in a 'wet' country is a prohibitionist in theory if not in practise. Of course, it would be absurd to suggest that the United States is dry to-day entirely because legislators are corrupt or because industrial extremists at both ends of the social scale thought that prohibition would advance their selfish aims. There is a more powerful factor—the professional teetotal campaigner. He is far removed, both intellectually and in his business methods, from the lugubrious preacher who specialized in the horrors of the bottle up to a decade ago. He is paid a bigger wage than many an operatic star, and he gives corresponding service. He is young, alert, a master of crowds and of repartee, and, unlike his forerunners, he has plenty of humor and good temper in addition to a deep knowledge of the technical side of his art. In his hands the American nation was stampeded by all sorts of ingenious half-truths and lies into believing that abstinence from intoxicants was necessary to win the war. The people who did the stampeding have now to establish for the sake of their livings that prohibition is required to win the peace; and as there is no further employment for them in the United States they are emigrating, propaganda methods and all."

Parts of Australia offer the "stipendiary moralist" a remarkably good field, according to *The Bulletin*, which names New South Wales in particular, where the "Licenses Reduction Board, brought into existence by the Liquor Amendment Act (1919), has not yet begun to be effective," and it proceeds:

> "Sydney alone has hundreds of superfluous licensed houses —places which are simply so many inebriation bureaus or agencies for alcoholic-poisoning. The non-drinking and moderate-drinking sections of the people are so weary of the scandal and damage done by these institutions that unless most of them are exterminated a reasonable time before the cold-water missioners get to work the task of the latter will be greatly simplified. A vast number of the people refuse, however, to face the possibility of a complete and permanent drought. They won't see that this country, with infinitely more to lose by going dry than America, is in its own way just as receptive to the influences of the antiliquor fanatics as the Republic ever was. They simply drift on without any definite views on the main question, for of serious study of the arguments for and against prohibition there is practically none."

It is obvious what an advantage lies here for the "dry brigade," *The Bulletin* goes on to say, and explains:

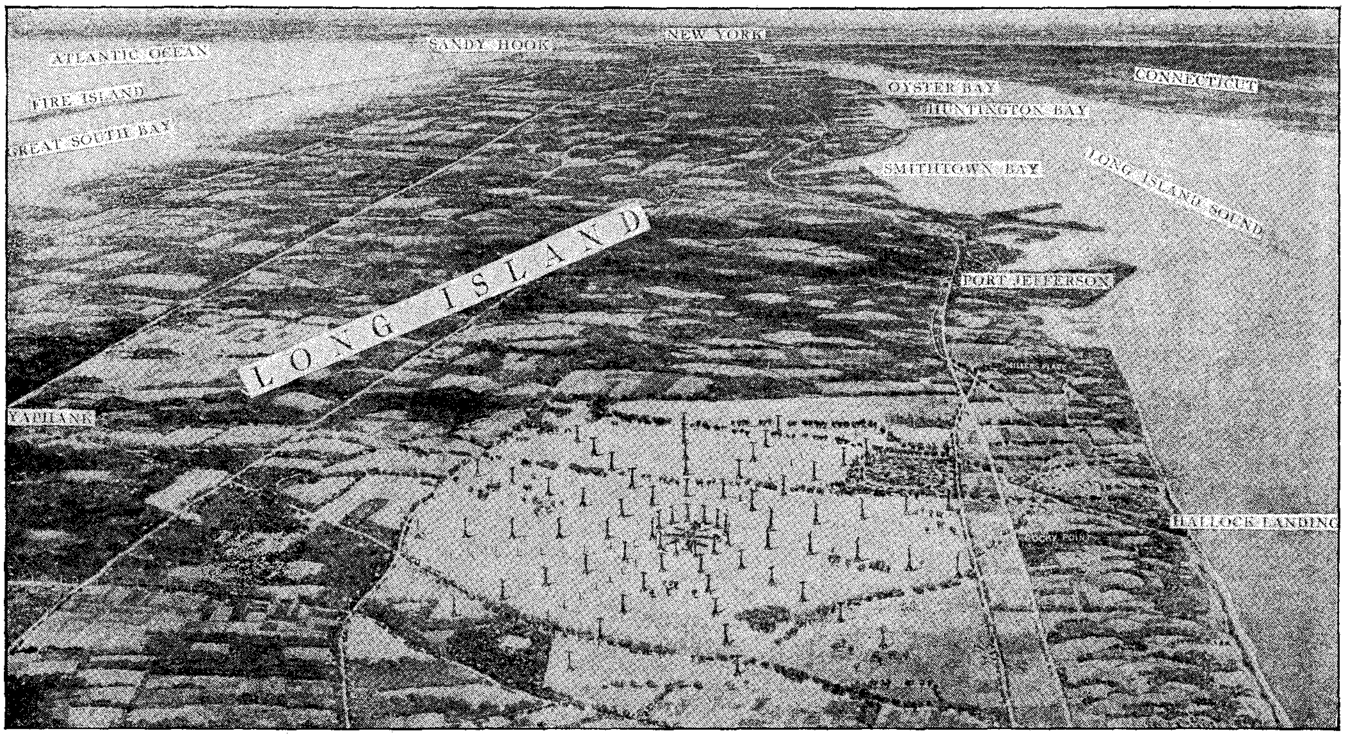
> "Meetings aimed at the overthrow of the beer-tankard will be told, say, of the crime and wickedness caused all over the world by alcohol. In many cases it will be too late then to state the facts in rebuttal. Take, for example, the matter of crimes of violence, a favorite subject with the antidrink fanatic. Tho allegedly due to drink, these crimes are in fully seventy-five per cent. of cases the work of the very poor; yet no one with a knowledge of the world will say that the poor drink more than the rich. From this it may be fairly assumed that surroundings and education have at least as large a bearing on this question as alcohol. The Irishman is a heavy drinker, and till the English army of occupation arrived in his country the tally of murders and assaults was smaller than in any part of the Empire. The Turk, on the other hand, who is the world's leading assassin and robber, is a teetotaler. On the authority of the United States Statistical Bureau, North Dakota, which has been teetotal for quarter of a century, provides an average of 63.6 criminals per 100,000 citizens; while South Dakota, which was never dry till the Volstead Act came into being, had an average of 47.8 per 100,000 in the same time."

The prohibitionists will tell their hearers that complete prohibition is enforceable, and they must, according to *The Bulletin*, because even the most uncritical "will realize the effects of anything different—the illicit stills, sly grog-shops, poisonous liquors, and the new class of criminals that such conditions must create and the burden they will mean to the taxpayers." We read then:

> "There will be no one on the spot at the time to mention effectively that total prohibition has never been enforced over any large stretch of country, and that so long as man retains the taste for alcoholic refreshment it never can be. For intoxicating spirits may be distilled by very simple processes, from every flower and fruit and vegetable that grows. Even Nature is liable to turn illicit distiller; so that in certain apple-growing districts the farmers are obliged to urge the virtuous cow away from their windfalls in the interests of the animal's sobriety. No matter, indeed, what arguments can be brought against prohibition, the Australian public will be at the mercy of the disingenuous methods which were effective in the United States, unless there is a campaign of serious, judicial inquiry. America went to its arid doom in ignorance. If with that example before their eyes the inhabitants of the Commonwealth are also content with ignorance, then they will deserve the fate which threatens them."

America's "arid doom" appears in much more radiant colors to foreign observers in some other countries, we learn from press dispatches. Thus in the report of a government committee appointed in 1911 in Sweden to study the liquor question, it is recommended that all drinks having an alcoholic content exceeding 2.8 per cent. be prohibited, and in addition the committee proposes that absolute prohibition be submitted to a vote of the people and made effective if three-fifths of the electorate favor it. Of the thirteen members of the committee eight are avowed prohibitionists, and the remaining five dissent from the majority report, which refers to "the splendid results of prohibition in America."

SCIENCE - AND - INVENTION



Courtesy of "The Scientific American."

HOW A BIRD'S-EYE VIEW OF THE NEW YORK CENTRAL RADIO STATION WILL LOOK.

THE LAST WORD IN WIRELESS

THE WORLD'S GREATEST WIRELESS STATION is just about to be begun on Long Island, in the vicinity of New York, by a combination of great electrical companies. The plant will not only be huge, we are told by a writer in *The Scientific American*, but "ultra-modern," embodying the latest conceptions in the way of sending and receiving apparatus, including even the long-distance radio-telephone. Ultimately there will be apparatus for special high-speed transmission. The writer in *The Scientific American* terms the whole plan "a startling conception in wireless communication," altho it has been brought to a point of realization very quietly. This super-powered radio station will simultaneously send to and receive messages from five great nations of other continents. To quote from the account:

> "The steel towers will rise on a 6,400-acre tract, comprising nearly ten square miles of land lying east of Port Jefferson, with a long frontage on Long Island Sound. The preliminary engineering studies have been completed, contracts for all the construction materials are being let, and a force of radio experts, after months of preparation, will immediately take the big job in hand.
>
> "A definite idea of the ultra-modern character of this radio plant may be gained from the observations of Edward J. Nally, president of the Radio Corporation of America (a combination of the General Electric Company and the former Marconi Company). . . . 'Every one at all familiar with wireless,' said Mr. Nally, 'knows that at Nauen, Germany, and Bordeaux, France, are two of the largest stations in the world. Up to now they have been viewed with admiration; consider, then, the tremendous advance represented in this latest step: the New York Radio Central Station in the aggregate will be five times more powerful than either of these.'
>
> "He explained that there will be five complete transmitters, each one a duplex unit with a corresponding receiving station located near by. All five transmitters and the five receivers will operate simultaneously and will transmit and receive messages over thousands of miles continuously day and night.
>
> "The form of aerial construction, too, is wholly a new departure. From the central power-house six spans of aerial wire will radiate out in a star pattern to a distance of more than one mile from the center. The wires of this huge antenna will be supported on self-supporting steel towers, each 400 feet in height, with the wires suspended at the top between 150-foot cross-arms. Each of the six antennæ will have twelve towers, forming, so to speak, the spokes of a giant wheel fashioned out of seventy-two miniature replicas of the famous Eiffel Tower in France. Five of these antennæ spokes will be used for regular service while the sixth is reserved for emergency operation.
>
> "Far more impressive than physical appearance, however, will be the things the eye can not encompass. Appreciate that in the wires forming each spoke of the gigantic wheel there will be generated a power equal to the greatest of present-day trans-oceanic wireless stations; then comprehend, if you can, the fact that all five of these powers can, if desired, be combined into one, for signaling. A telegraphic signal created out of such tremendous electromagnetic energy could encircle the entire globe!"

But that is not all, the writer goes on to say. The apparatus and system for each of the five units will be the same as that at present in the station at New Brunswick, N. J., from which the voice of Secretary Daniels was carried to President Wilson at sea aboard the *George Washington*. In experimental tests the voice has been carried by this radio telephone 2,500 miles with success. Before long, it is asserted, a direct wireless telephone service will be established with foreign countries. To quote further:

> "Every exacting requirement of commercial radio-message service will be satisfied fully in the apparatus and system of circuits with which the great station will be equipped. The generation of the energy required to span thousands of miles

will be effected by Alexanderson alternators, which have made it possible to carry the radio signals through space by continuous wave trains instead of by the interrupted or discontinuous waves generated by systems using the old-time 'spark discharge' apparatus. In the Alexanderson alternator equipment the new station will have a source of energy proved as reliable as the power dynamo, yet creating a steady stream of electromagnetic oscillations, which will permit telegraphic signaling at very high speeds.

"So efficient and reliable has the Alexanderson 200-kilowatt alternator installed at New Brunswick proved itself that leading radio experts of Europe have made special trips of investigation to the United States to view its performance; now this already famous single machine is to be duplicated and installed in the New York Radio Central Station; but this time there will be two 200-kilowatt machines for each transmitting station—ten in all. The achievement, from a radio engineering standpoint, has nothing approaching a parallel; ten alternators, 2,000 kilowatts, 3,000 horse-power—an astounding force. . . . . . .

"Mr. Nally emphasized another forward step in engineering which will be incorporated in the super-station. 'We will utilize what is termed a multiple-tuned antenna, which,' he explained, 'materially reduces the wasteful electrical resistance of the long, low, flat-top aerials formerly used. A great saving in power is thus effected; in fact, for the same power input formerly used for a single station, six times the effectiveness at a distance is obtained. In other words, we obtain with this antenna the same effect at a distance with 200 kilowatts input as would be obtained from the old type of antenna with 1,200 kilowatts input! This new type of antenna is the equivalent of six independent radiators, all operating in unison at the same wave length, and for the complete station, with its five antenna units, the power required will be less than twenty per cent. of that formerly necessary. The project, however, contemplates additional possibilities. To illustrate: We may, in many cases, utilize but one-half of a single spoke of the antenna system for communication service to a certain point. On this basis, the Long Island Station will ultimately permit simultaneous transmissions to a maximum of ten points in the world, thus doubling the communication facilities originally planned.

"'The receiving aerials are of a new type, too; they have been designed for operation with the Weagant system of "static" elimination, which, by a combination of opposed electrical circuits, nullifies the long-dreaded effects of atmospheric electricity and makes possible uninterrupted reception from foreign countries under all weather conditions. We break away from a precedent once again in locating our receiving units only eighteen miles from the multiplex transmitting equipment instead of following the former practise of establishing one transmitter and one receiver in one locality and restricting the service of the circuit to one overseas destination.'

"The arrangements for distant control of the New York Radio Central Station follow the same policy of concentration. In Broad Street, the heart of New York's financial district, the company's public telegraph office is being reequipped to handle the new station's messages along with the Marconigrams which are now received for England, Norway, Hawaii, and Japan. Thus messages for any of the five additional countries reached by the new station will be received in the New York City office and dispatched direct from a series of operators' keys and relays which will operate the powerful transmitting circuits located miles away out on Long Island. Messages from over the ocean will ultimately be received in the same manner, receipt and delivery of the actual messages being effected by the customary messenger-boy service direct to the home or office of the user of the transoceanic wireless.

"It is expected eventually to install apparatus for high-speed transmission and reception, which will be under the supervision of a trained staff of operators along with which there will be the usual staff of expert Morse operators who will work those circuits over which high-speed transmission is not taking place."

HAS LEPROSY BEEN VANQUISHED?—For some years the belief has been gaining ground that leprosy could be cured, and encouraging progress has been made by several investigators. The strong possibility that a real cure has at last been found is noted editorially by *The Journal of the Missouri Medical Association* (St. Louis). Says this paper:

"The starting-point for this study was the observation that now and then the course of the disease appeared to be favorably influenced by treatment with chaulmoogra-oil. The treatment, however, was attended with many difficulties and could not be carried out in all cases. At this point the United States Public Health Service enlisted the cooperation of Prof. L. E. Dean, head of the chemical department of the College of Hawaii and president of that institution, suggesting that attempts be made either to isolate the active constituent of this drug or to devise means for making its continued administration feasible. The latter has been accomplished by preparing what is known as an 'ethyl ester' from the chaulmoogra-oil. The treatment has been carried on at the Leprosy Investigation Station at Kalihi, Hawaii, the work being directed by Dr. J. T. McDonald, director of the station. The results of the treatment thus far have been so satisfactory that lepers come willingly for treatment, a recent inspection by Hawaiian health authorities failing to disclose a single secreted case of leprosy. Following a course of treatment extending over about a year, forty-eight lepers treated according to the new method were paroled in October, 1919. Up to now they have remained free from disease. At the present time the treatment has been administered only at the receiving station, but it is hoped to provide facilities for the treating also of lepers in the leper colony at Molokai."

NEW PAPER PULPS

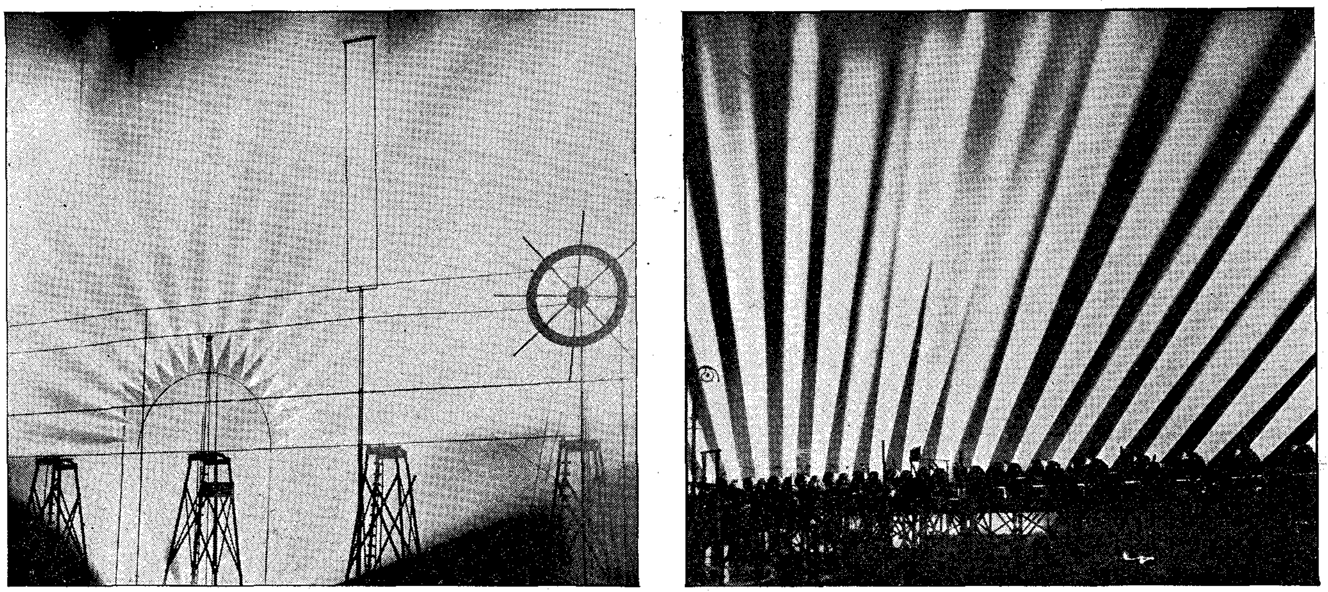
EVERY PLANT, in any part of the world, that looks as if it might work up into paper pulp is now likely to be investigated by the paper-chemists. Director Barbillion, of the School of Paper-Making at Grenoble, France thinks that "there are still some good times for paper-manufacturers." His article on "Possibilities of New Fibers for Pulp and Paper Making," which we quote below, in part, from *Paper* (New York), relates primarily to paper-materials obtainable in the French colonies, but is, nevertheless, of wide general interest. Among those that he mentions are esparto grass, bamboo, papyrus, broom, and nettle. Bamboo at present would seem to be a particularly hopeful source of pulp. Of the available fibrous plants and grasses, he says, only quite a small number have been made the subject of fundamental study in the light of actual industrial conditions. Bamboo is perhaps the only one for the treatment of which a business complete in itself has been successfully established, in French Colonial territory at least. He goes on:

"The shoots of the vine, maize, sorghum, broom-plant, nina palm, figure among the most interesting of the materials seriously studied of late years, and some of them are in a fair way to arrive at industrial exploitation.

"Most of the 'new fibers' are, however, only comparatively new. There have been times, for instance, when the nettle, the broom, and many others occupied the attention of investigators. As regards broom, all manufacturers have up to the present been discouraged by a well-known defect: The pulp obtained was peppered with little black spots, which it was impossible to get rid of. New experiments that I have had to make at the Paper-Making School at Grenoble have demonstrated that if by a subtle preliminary treatment the cortical substance is removed from the broom-stalks, which furnishes an excellent textile fiber, the remainder still yields about thirty-five per cent. of a very fine and good pulp perceptibly superior to bleached aspen pulp and very much stronger. New methods are thus, little by little, eliminating the obstacles that impeded our predecessors. . . . . . .

"Among the new fibers I do not include, as will be understood, esparto. With all due deference to a certain number of people who 'discover' esparto every day, I can not consider it otherwise than as a well-known fiber employed for a long time and of which the processes of treatment present opportunities to the well-informed manufacturer. That esparto is used but little in France, and that the technologists who are familiar with it constitute but a small minority, is quite certain. But . . . it is perfectly possible to make esparto pulp in Algeria, [and] this pulp, dried under certain conditions, preserves—contrary to the prevailing prejudice—all its quality and can be used in the same proportions as fresh pulp made in the factories of France or England. . . . . . .

"In Morocco the flax wastes probably constitute an interesting raw material. The Kongo papyrus, among other 'possible'



Illustrations by courtesy of "The Scientific American."

PYROTECHNICAL DISPLAYS PRODUCED WITH THE INCANDESCENT SEARCH-LIGHT.

The first picture shows interesting effects achieved by a combination of lights and steam. The second shows a battery of search-lights "in action."

plants in our African possessions, yields a very fine pulp, and, according to experiments I have made covering a dozen years, I have obtained from it a remarkable paper. Finally, our magnificent Indo-Chinese colony possesses practically inexhaustible reserves of material of the very first quality of which only a small number have been tried. At the paper-mills of Indo-China, in our plants at Dap-Cau and Viëtri, at present bamboo is used, tranh, or a reedy grass, and rice straw. Other plants are under trial and may gradually enter into our compositions. We are, nevertheless, far from knowing all on the subject of plants, of which we know the best, and we have not finished with experiments.

"Regarding bamboo alone, volumes have been written and hundreds of essays made, not only by us, but in England, in India, in the Philippines, and elsewhere, without far from having exhausted the subject. As a fact, botanists distinguish some twenty kinds and two hundred different species of bamboo distributed throughout the tropical zone. And if we reflect on the fact that these species, in the bamboo forests, are very often mixed, so that it is not easy to recognize them at first sight, that the age of the plant is of great importance, and that the conditions of chemical treatment (proportions of soda and of chlorin) vary considerably from one species to another, an idea may be formed of the difficulties to be overcome.

"Up to the present time only five or six species of bamboo have been studied industrially. . . . . .

"The wide differences observed between different species and in the same species between stems of different ages have demonstrated the extent to which it is important, before everything else, only to treat together bamboo of the same species or, at least, species found capable, after careful test, of going together and only to treat together stems of the same age. These conditions are evidently very difficult to carry out and require possession of immense concessions over which a systematic harvest is carried out. However, the bamboo grows with such rapidity that the methodical regulation of the exploitation is greatly facilitated. . . . In the first years of the bamboo-pulp industry it was thought necessary to cut the stems green. The opinion that now appears to be established is to allow the bamboo to blossom; after blossoming, it dies and dries; the stems are then not so heavy and give a better yield. . . . . .

"The preparatory mechanical treatment of bamboo, with a view to its transformation into paper pulp, consists first in cutting it and removing the knots. . . . But some kinds have the knots so close together that the usable portion of the stems is reduced in enormous proportion. Moreover, this operation calls for quite an outfit of circular saws and considerable labor and takes a great deal of time. . . . [This has] resulted in the adoption of an entirely new process, consisting in completely crushing the stems, knots and all, by means of powerful machines, transforming the plant into a sort of coarse fibrous mass. . . . The process presents a single disadvantage—that is, the crusht bamboo expands greatly and occupies twice the space. . . . . .

"As regards bamboo, tranh, sabai, or baber grass of the Indies, or almost all the other fibers which our colonies can give us, we have always to consider the pecto-celluloses, and for this reason it is the treatment with soda and its derivatives that is essential. The pulps obtained therefore, by it, are soft pulps. They have the flexibility, the 'handle,' the opacity that are characteristic of the soda pulps and evidently could not furnish the complete scale of writing and printing papers to which we are accustomed. However, mixtures with other material make it possible to reproduce a goodly portion of the better sorts and to place on the market a very writable collection of very fine and good papers, to which may afterward be added the special sorts which the 'new fibers,' with their sometimes so characteristic properties, enable us to produce. There are still some good times for paper-manufacturers who really take an interest in their trades."

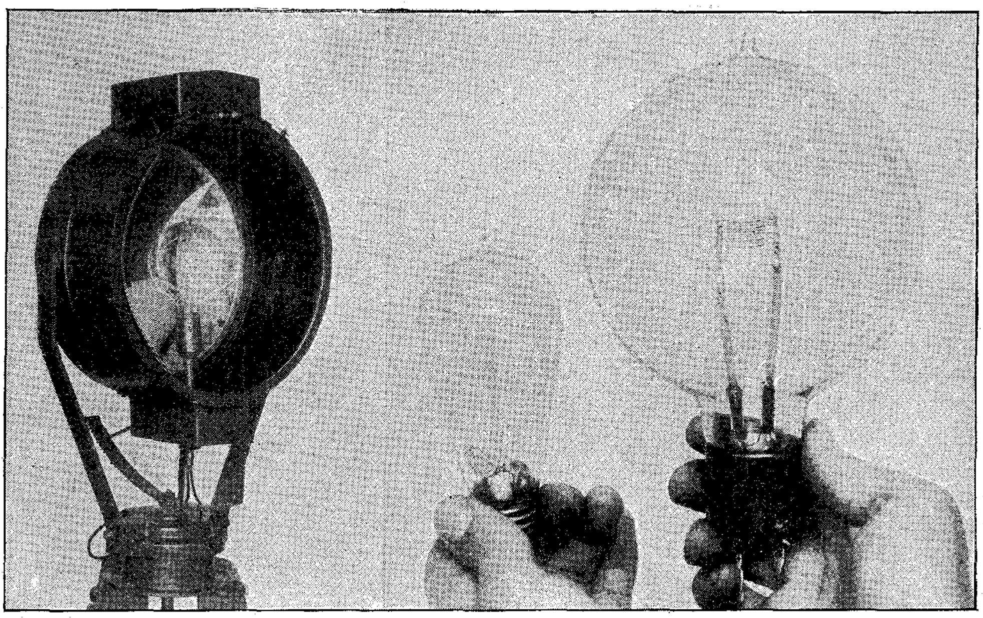
FIRELESS FIREWORKS

THE FUNCTION once performed only by fizzy, smelly, paper cartridges stuffed with powder and metallic oxids may now be replaced by the use of powerful electric projectors. The effects produced by batteries of "search-lights," filtered through colored glass and used in conjunction with puffs or masses of steam, are more impressive and far less dangerous than the orthodox "fireworks" are able to show. E. W. Davidson, who writes on "The Last Word In Search-lights" in *The Scientific American* (New York), tells us that much of this increased facility is due to the fact that a powerful electric light need no longer be an arc-light. The newer forms of nitrogen-filled bulbs with tungsten filaments may be had in almost any size, and most search-lights are now equipped with them. Mr. Davidson tells us that a search-light may now be attached to the lighting circuit in one's house and may throw a beam so powerful that a man standing a mile away in this beam would have light enough to read a newspaper. Of course this will not be done often, however, for various protective devices would be necessary. He continues:

"The first use of the new type of search-light for spectacular effect was made at Saratoga Springs on the night of June 19, when that city turned on its new street-lighting system in the midst of an illumination carnival. The powerful beams of eighteen search-lights, playing through the heavens that night, were cast by incandescent lamps—a fact unknown to most of the thousands who witnessed the celebration.

"These eighteen beams wrought skilfully produced columns and curtains of steam into great, soft-tinted phosphorescent fans and plumes. They streaked the black sky with beauty, tracing bombs up into the night and dyeing little clouds of powder smoke with variegated tints. They turned the glare of ordinary fireworks into a radiant effulgence such as few Saratogans had ever seen.

"But their use is by no means limited to gay, spectacular illumination. The incandescent is fast replacing the arc in search-lights of the type used by river steamers and coastwise vessels. Where a tower or high building façade is to be flood-lighted, the incandescent search-light supplies accurately directed beams for the high points which are too dimly lighted by ordinary flood-lamps. Where construction is proceeding at night and distances or heights are beyond the reach of smaller reflectors, these search-lights, ranging from a few hundred thousand up to ten or eleven million candle-power, are playing their parts.



THE INCANDESCENT SEARCH-LIGHT AND THE LAMP WHICH MADE IT POSSIBLE.

The picture on the reader's left shows a powerful incandescent search-light mounted for ship use. On the right is a search-light incandescent lamp capable of producing 10,000,000 candle-power in the beam, and beside it, for contrast, is an ordinary 25-watt house lamp.

"The new type of search-light is the natural outgrowth of the lamp which succeeded, in the parlor stereopticon, the sputtering arc which did such doubtful service in the hands of amateurs. That stereopticon incandescent was such a marked improvement in steadiness, simplicity, and economy over the arc that it was developed into proper sizes for small and medium moving-picture projectors. The next step into the search-light field was certainly a logical one.

"Certain illuminating engineers who made the search-light of both arc and incandescent types what it is to-day labored long before they found the best method of shaping and mounting filaments so as to secure concentration of the light source in the incandescent lamp sufficient to produce a strong beam. Tungsten wire of various diameters wound into helical loops was tried in long coils and short—and even in a conical shape—but exhaustive tests showed that three types were superior to all others.

"In a 115-volt, 1,000- or 1,500-watt lamp capable of producing from one to two million candle-power in the beam, six perpendicular coils of filament are mounted in the formation of the letter C, the convex side of this arrangement being presented to the mirror.

"The other two secure greater concentration for longer throws by operating at far lower voltages with corresponding higher currents. A 32-volt, 1,000-watt lamp good for about four million candle-power has four perpendicular coils mounted at the corners of a close square. The third and most powerful of all is a 12-volt lamp of 100 amperes capable of developing as high as twelve million candle-power in a beam of three degrees. It has a grid of five coils mounted in a single plane. Of course, to operate these lamps on land, transformers or resistances are required, depending upon whether the circuit is alternating current or direct current. . . . The globes for all these lamps are of hard glass, lead glass being too soft to withstand the tremendous heat generated.

"Sane Fourths of July can take on new glory with the brilliant aid of these incandescent search-lights."

WHY WORK?

THAT CIVILIZATION was won and is maintained by hard work seems to have been forgotten by some of our contemporaries. Plenty of nations and races are getting along with a minimum of effort; but they are not the ones that count in the world. Mental and physical labor is absolutely necessary, not only to advance us in the struggle for betterment, but even to keep us from slipping back. In an article contributed to *The American Machinist* (New York) E. H. Fish, who writes under the pen-name of "Entropy," asks the question that we copy him in using as a title. His answer is that it is the worker who succeeds, individually as well as collectively. Of two men, one of whom works a little more than he is required to do and the other a little less, or even just as much, it is the former who holds his job, who saves money, builds up a home —lives a real, continuous life instead of one in scraps. The community rewards, and always will reward, the producer, be his product objects or ideas. Its non-workers it may tolerate for a while, but they are no part of its permanent machinery, says "Entropy":

"In these piping times of peace, when every one is thinking of everything except his duty, and when foremen dare not fire a workman for fear of starting a strike that will cost a great sum of money, the question is in many men's minds, 'Why work?' Many are answering the question by not working any more than they can help, with the result that time hangs heavy on their hands, the eight-hour day seems longer than the ten-hour day ever did, and the cost of living mounts faster and faster.

"But what are the incentives to work hard? Individual effort brings neither additional money nor thanks, but only the disfavor of other workmen.

"The only man who works in the real sense of the word to-day is the far-sighted chap who can imagine the time when he wants a job and when a lot of other people want the same job. He is the man who understands that at present we are only kept in a stable position by spinning around like a top, and that when we begin to whirl only ever so little more slowly we are bound to tumble. When the crash comes, and shops have to let men go, they always retain what they call their 'organization,' if it is a possible thing. By this they mean that essential minimum of men who are profitable and whose morale, instilled into the green men whom they will pick up when the tide turns, will build a harmonious force. This does not necessarily mean that they keep their most capable men, but the most dependable ones."

Just how good an investment is it for a man to do twice the work now that is necessary to hold the job? asks Mr. Fish. No one knows precisely, but for a long time we have run on cycles of about ten or twelve years of which less than half have been spent in real prosperity and nearly all the rest of the time spent in climbing painfully out of the slough into which we have been precipitated almost overnight. He goes on:

"The fair-weather man has had good wages less than half of the time since the Civil War, and he has had starvation wages the rest of it. He has had practically half wages for the past fifty years. The man who has stuck to the ship through thick and thin has had just as good wages during good times, and in proportion to the cost of living he has had more than good wages the rest of the time. He is at least twice as well off."

MOVIES FOR EVERYBODY

WHO WILL BE the Henry Ford of the moving picture? Who, that is, will devise a cheap projector that can be used anywhere without trouble or danger? Possibly Charles Urban, already known as the joint inventor of the kinemacolor process, may prove to be the man, and we may soon be speaking of "Uncle Charlie" in the same breath with "Uncle Henry." At any rate, Mr. Urban believes he has produced a machine of this character in the invention of the spirograph, a tiny motion-picture machine which even a child can operate in the home and which is absolutely safe against fire. It is so called because the film is in spiral shape like a talking-machine record. Says a writer in *The Press Sunday Magazine* (Philadelphia):

"Mr. Urban considers, as any technical expert probably would, the spiral record the more important part of his spirograph.

"'During the past fifteen years,' he said, 'the world's motion-picture industry has sought to devise a safe, inexpensive, and efficient means of reproducing animated pictures in the homes. Practically all the methods so far created have been based on the use of roll film, utilizing either the standard size or a reduction thereof in width and length of the film roll. The majority of roll films are of an inflammable character. It was back in 1907 that a novel suggestion, embracing the essentials for a successful home picture machine, was placed before me. The idea was to transfer in the spiral form onto a glass negative the exact photographic images in miniature, in the same consecutive order as on the original standard film.

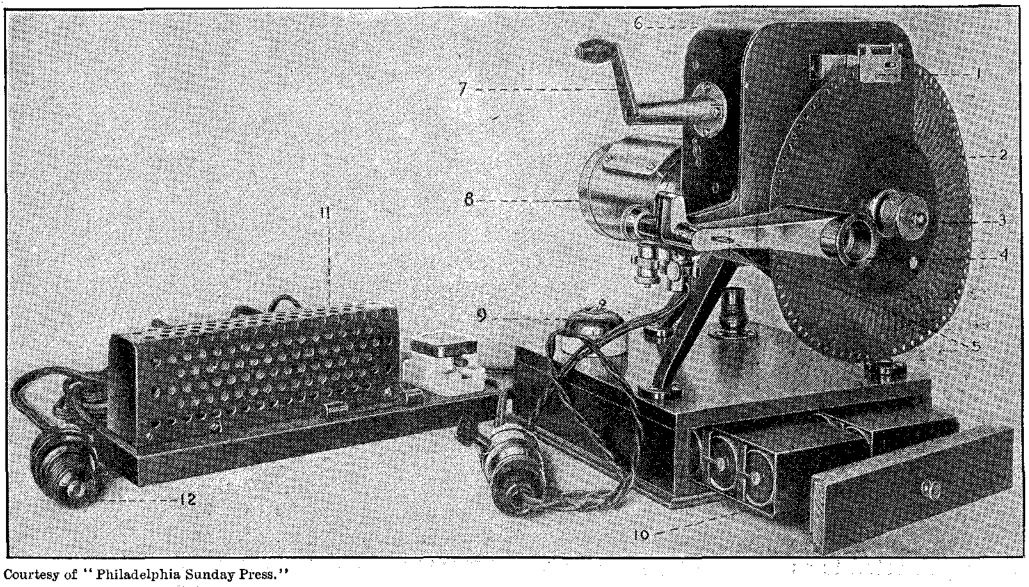
"'From these glass negative plates any quantity of positive, non-inflammable, and non-curling records can be made by the simple method of contact printing of the entire series of pictures, within a few seconds, instead of the expensive methods in vogue of picture-by-picture printing, necessitated in all roll-film projects. Herein lies the economy."

Altho Mr. Urban considers the record the important part of his spirograph, he claims that the projecting machine is unique in its simplicity and utility. It has a special attachment for "eye-viewing," whereby the picture can be seen in daylight and the machine used as an animated stereopticon. To quote further:

"The electric current for operating the machine can be obtained from an ordinary dry-cell battery purchasable at any store selling electric supplies, a battery from an auto or connected with the house system of electric lighting.

"Thus, on the road, in the mansion, or in the poorest houses with no modern lighting facilities the machine can be used.

"No matter what method is employed, no heat is concentrated on the picture, and thus all possibility of fire is eliminated. This is really the main point in the spirograph."



Courtesy of "Philadelphia Sunday Press."

1. Reciprocating pin which rotates the picture disk by moving horizontally and then returning to position in time to pick up the next perforation in the disk. This is so arranged that it moves the disk (8) pictures at each complete revolution of the crank (7).
2. The Picture Record (8 inches in diameter). This is the experimental record. The size to be used is 10⅜ inches in diameter.
3. The disk stud upon which the record revolves which automatically holds the record firmly in correct position. It locks automatically when pushed its full length. The automatic lock is released by pushing in the small knob.
4. The projecting lens, which is focused exactly like a magic lantern.
5. Pin controlling a pressure pad to the surface of the record and so maintaining the disk in constant focus with the lens. The pad is automatically held at all times at the proper pressure against the record by springs. For inserting or removing a record this pin releases the pressure. (Operation takes three seconds.)
6. Mechanism case. The mechanism necessary to operate the machine is built on well-proved principles, and is no more likely to get out of order than your photograph.
7. Crank.
8. Lamp house or lantern. The lamp is the ordinary six-volt bulb used in the automobile head-lights.
9. Switch to operate dry-cell batteries.
10. Small dry-cell batteries, making machine usable where house has no electric light.
11. Rheostat or resistance for reducing the voltage of ordinary house supply.
12. Screw plug for electric lamp socket.

Mr. Urban indicates as follows a few of the uses to which the spirograph system will appeal:

"Instruction at kindergartens and educational institutions generally.

"World-wide information and clean amusement in the home.

"Photographic studios could adopt this method of depicting portraiture of their clientèle by being able to produce animated family studies at a price equivalent to that paid for high-class photographs.

"The film trade would hail with pleasure a means of enabling them to send to their various renters throughout the country or agencies in foreign countries 'extracts' on spirograph records from the principal situations of their productions, instead of sending a sample copy of their completed film.

"Railway and steamship companies could, through the use of the spirograph, boom any districts they desired.

"Automatic advertising in stores could be developed to enormous proportions by means of a small motor and switchback device to the spirograph. . . . . . .

"Mr. Urban expects the spirograph to be more widely distributed than talking-machines. He hopes the spirograph will give a new meaning to the present understanding of what a 'library' is.

"Nowadays we mean by it a collection of books.

"Pretty soon people will have to say whether they mean a library of books or of picture records. Because the spirograph is expected to create libraries of motion-picture records; probably public libraries; certainly dealer's libraries.

"Mr. Urban is determined upon the latter point. He wants to make it possible for owners of spirographs continuously to exchange their records, week by week. The idea would be for the dealer to charge an annual fee, say for ten new records each week."

DEPARTMENT OF SCIENCE AND INVENTION CONTINUED ON PAGE 114

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

LINCOLN'S STATUE IN LONDON

IT IS "OF RIGHT," said Mr. Root, that Lincoln stands in Parliament Square. The battle of the statues was closed when the Saint-Gaudens "Lincoln" was unveiled in July in place of the Barnard figure, which was originally proposed. "Discriminating people in the crowd," says a writer in the Manchester *Guardian*, were saying that this is "the finest statue we have in London." But, he adds, "the Lancashire people who were there to-day, at any rate, would not wish to exchange it for the magnificent, rugged Lincoln you have in Manchester." That, of course, is the Barnard statue relegated to the "Provinces" as a result of the controversy. When that raged, the Saint-Gaudens was objected to as too idealized a figure, tho' its artistry was unquestioned. The same writer, observes: "It certainly makes the mid-Victorian conventionalities of our old statesmen round Parliament Square look rather feeble. These latter, as some one said to-day, look as if they were delivered by the dozen." In another column the same paper indulges in an interesting comparison:

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"LINCOLN" UNVEILED IN LONDON.

Despite the rain, crowds stood under umbrellas to hear ex-Senator Root and Lloyd George speak of Lincoln. The statue was unveiled by the Duke of Connaught.

"The statue of Abraham Lincoln which will be unveiled in Westminster to-day is one of the half-dozen most renowned examples of American sculpture. The original has stood, since 1887, in Lincoln Park, Chicago, to the north of the city, on the shore of Lake Michigan. The English copy has been placed in the little Canning enclosure of Parliament Square, midway between the western towers of the Abbey and the Ministry of Health.

"It would hardly be possible for two statues of a great modern man to be more violently contrasted than are the Lincoln of George Grey Barnard, in Cincinnati and Platt Fields, Manchester, and the Lincoln of Augustus Saint-Gaudens, henceforward to have its place among the effigies of the British prime ministers. Barnard, it is plain, set out to embody Abraham Lincoln the Westerner, the rail-splitter and self-taught lawyer, the politician and fighter trained in the roughest of schools. So far from softening his angles or subduing the ungainliness of his figure, he took the uncompromising line, and exaggerated, as many people maintained, Lincoln's harshness and rawness. He appeared to be entirely contemptuous of the later Lincoln legend, and to be proclaiming by the most emphatic strokes the shape and manner of the man who had been known to the American people during the crisis of their history.

"Saint-Gaudens had no such conception and made no such effort. If we were to judge by the Chicago (and Westminster) statue alone, we might be driven to conclude that he knew nothing of the Lincoln of Springfield, Ill.; had never read the lives and reminiscences or talked with a Middle Westerner who had listened to Lincoln in the court-house or to his talk in the hotel bar; had deliberately put out of his mind the full and quaint record of his homely ways, his country-cut clothes, his incredible hat. To this artist, who cared first of all for form and decorative design, Lincoln presented himself as the completely idealized Martyr Chief who had been drawn first in Lowell's Commemoration Ode:

> And one of Plutarch's men stood with us face to face.

From this ethereal statesman everything harsh and common has been fined away. The tall figure, so far from being ungainly, is all grace. The pose is benignity itself. Even the clothes are as nearly perfect as may be. Lincoln is standing in front of a carved chair with a semicircular back—such as you would guess he never saw in Illinois. In Chicago the effect is heightened by the tree which stands directly behind the chair. Altogether the statue is as delicate and gracious a piece of memorial sculpture as our age has produced, and certainly an unsurpassed contribution to that Lincoln legend which, we may be sure, will endure as a most interesting expression of the American consciousness.

"It may be assumed that the ordinary citizen, knowing both statues, will be aware of some perplexity. The two, he will say, can not be equally accurate, as either record or idea. But which is the more accurate, which is nearer to the reality of the man who, by general assent of the Western world, has been accepted as the most complete representative of democratic genius—that is a matter not lightly to be determined. The question, as Henry James said, in his absurd and delightful idiom of quite another problem, 'bristles for me with the rebarbative.'"

These controversies about the statues will not be stilled, but Lincoln the man seems to be taken as an English hero, and no occasion omitted to do him honor. Mr. Root in his speech at the unveiling "pictured English children as looking on Lincoln's statue with a glow of pride and rejoicing that 'of such stuff are the English people made.'" The aptness of the occasion for the problems of to-day are not lost by the English press. *The Daily Telegraph* speaks editorially:

"Abraham Lincoln is, indeed, the greatest figure of modern democracy. His title to preeminence is challenged as little on

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BEAUTIES OF AN EARLIER DAY.

Mrs. Asquith has stirred up London papers by saying that the beauty of these women is unmatched by pretty women of to-day.

this side of the Atlantic as on its farther shore; the principles which he practised are acknowledged to be the only principles on which democracy can be safely based. There is nothing, therefore, more important both for us and for his own countrymen than to discover what were the qualities which have raised him so high above his fellows. The answer is not in doubt. It was the moral fearlessness of Lincoln which made him so truly great. He never feared to tell his people the truth. He never swerved from the course which he had set before him. He never had resort to subterfuge. There were, indeed, many moments in his career when he seemed an opportunist to his contemporaries. At times some of the most eager Abolitionists were afraid that Lincoln was deserting the principles to which he was pledged. But he knew that his one supreme duty was to preserve the Union. . . . All the specious arguments of the Southern States about the right to secede, or, in the idiom of our day, the right to self-determination, he brushed on one side."

Likewise, *The Morning Post*, whose words are more extreme and pointed:

"Fifty-five years have passed since Lincoln's great career was closed by the assassin's hand; and to-day he is recognized not less on this side of the Atlantic than on the other as one of the great, salient figures in the world's history. To him it was given to determine at a supreme turning point in which channel the stream of tendency should flow; and the United States of America owe as much to his influence as to that of George Washington himself. To the older branch of the English-speaking race his achievement is not less conspicuous than to the younger, nor is it less significant. Indeed, the erection among us of a statue to his memory could not have befallen at a more fitting moment. For what was the outstanding achievement of this great American? It was to preserve the Union. To that great end, the abolition of slavery was entirely subservient—a mere and almost accidental corollary. . . . To-day the nation which honors his memorial is confronted with the same issue that he faced, and with the same separatist forces over which he prevailed. There is not a single argument which was valid for Lincoln and the North in 1860 that is not equally valid for the United Kingdom of Great Britain and Ireland in 1920. Lincoln accepted the agonies of five years' civil war rather than allow the Union to be dissolved; and it is not a little ironical that the American nation, which exalts Lincoln's unflinching resolution, should now be appealed to in support of the very tendencies which he resisted to the death. Let us pray that to British statesmen in the present pass will be vouchsafed some of Lincoln's vision and stedfastness; and when they need an answer to Sinn Fein's claims for the sympathy of the United States in their disruptive purposes, what better answer could be found than to point to the Lincoln statue in Parliament Square?"

DEBATABLE BEAUTY OF WOMEN

MRS. ASQUITH has stirred up the popular press of England by a sort of assault on the beauty of the women of to-day. She claims that beautiful women are not so beautiful as they used to be. This is the first challenge made by her memoirs, now running serially and expected to contain much provocative comment on things and people. *The New Statesman* (London) deals at length with the charge, but thinks that it is "capable neither of proof nor of disproof, and therefore an admirable subject for controversy." It glances dubiously at the times and sees that "we are at present in the trough of the wave in many other respects besides beauty. We have reached the Land's End of littleness in statesmanship and the arts. We have swerved into the era of nobodies." With a sly glance at possible protestors it observes that "luckily, boys of eighteen do not know what they missed by being born twenty years late. . . . Where there is youth there will always be beautiful women and great men." The word "beautiful" itself needs some examination, which this paper proceeds to supply:

"Who can define a beautiful woman? What is the sine or cosine of the angle of her nose? How shall we measure the whorls of her ears? Is there a standard size for beautiful hands and feet? How far is wit a necessary element in a woman's beauty? How far animation or even animality? There is no fixt answer to any of these questions. We call a woman beautiful as we call a scene beautiful—merely, perhaps, because a certain kind of beauty is in fashion. Rossetti's women may appear beautiful to one generation and hideous to another. It is all a matter of taste, like the beauty of a London fog. To-day, it is possible, there are people who regard Mr. John's women as beautiful. Even Mr. Epstein's contemptuous Venus may have charms for a sufficiently young and fashionable age. There is no denying that the fashion of beauty has altered in all the arts, and that, where our fathers loved regularity and smoothness, our younger brothers prefer irregularity and roughness. In the next generation boys will probably swear that *Juliet's* nurse is more beautiful than *Juliet*, if they do not do so already. The present age is more incapable than any recent age of producing a Venus de Milo because it infinitely prefers a Venus de Kongo. One wonders at times whether this is only a pose or whether youth has lost the power of making proper use of the human eye."

The writer is perhaps in fear of being dismissed as an old fogy, or a disappointed and disillusioned blight; and he softens the severity of his stricture on the extravagances of youth, which, he says, has "merely altered a myth."

"We have made a myth of a small number of names, and the very mention of them brings a light into the room—Helen, Cleopatra, Mary Queen of Scots—but it is possible that in counting their possessors beautiful we are deceived. Horace Walpole bought an old account of the trial of Mary Queen of Scots in which she was described as 'a large, lame woman.' It is no large, lame woman that we worship under her name, but beauty frail, impassioned, defeated. Her portrait haunts us with its appeal, irresistible and helpless. We feel toward her as Burke felt with regard to Marie Antoinette: 'I thought ten thousand swords must have leapt from their scabbards to avenge even a look that threatened her with insult.' There are men for whom a beautiful woman justifies any cause. To take the life of a beautiful woman seems to them the very peak of crime. They are romanticists who demand a lovely heroine and who would embrace Bolshevism itself for the sake of a pair of blue eyes. Even those of us whose love of beauty is tempered with common sense can not but wish that the cause in which we believe had not shed the blood of a beautiful queen. We are of the queen's party, even tho we rejoice in the French Revolution and tho, if she had lived on into wrinkled prosperity, we might have hated her. Burke's bombast, however we may smile at it, wakens an echo in our hearts. 'Surely never lighted on this orb, which she hardly seemed to touch, a more delightful vision. I saw her just above the horizon, decorating and cheering the elevated sphere she had just begun to move in; glittering like the morning star, full of life, and splendor, and joy.' It is strange that the women whose beauty we are most inclined to exalt and idealize should be women who suffered tragically. It is as tho pity were a necessary part of the sense of beauty. The beautiful woman who does not engage our emotions is, as a rule, merely a comedy character. By suffering alone can a beautiful woman add a cubit to her stature. If Rossetti's women appear beautiful, it may be largely due to the fact that they are obviously unhappy."

A EUROPEAN BEAUTY.

Princess Sapieha, wife of the Polish Minister to England.

A beautiful woman, we are reminded, is "usually a disappointment to those who have heard of her beauty and see her for the first time." For—

"The imagination conjures up in advance a vision which no reality can live up to. One expects one's knees to be turned to water by the sight of the supreme loveliness, and lo! one stands in its presence, a critic, comparing this shell to the image in one's mind, missing the ecstasy one had felt in anticipation. It has been said that the cleverest man is only a little cleverer than other men. It may be that the most beautiful woman is only a little more beautiful than other women. We expect too marked a difference between her and the rest of human beings. The desire to insist upon the difference led the writer of 'The Song of Solomon' to declare of a beautiful woman that 'her nose is like the tower of Lebanon that looketh toward Damascus.' It was intolerable to him to think that the queen of women should have a nose that was only like a nose. We have always had a deep respect for Rudel, the Troubadour, because he was able to continue to the real woman the worship he had given to an image. When he fell in love with the Countess of Tripoli, he knew nothing of her but what he had heard of her beauty from pilgrims:

"'And for the sake of her he took the Cross and set out to sea. And on the voyage a grievous illness fell upon him, so that those who were in the ship thought he was dead, but they brought him to Tripoli and carried him to an inn, thinking he was dead. And it was made known to the Countess, and she came to him and took him in her arms, and he knew she was the Countess, and recovered consciousness, and praised God and thanked him for having let him live to see her. And so he died in the lady's arms.'

"We know how Anatole France would have ended that story. He would have made the Countess of Tripoli considerably worse than a large, lame woman, even tho in pity he would probably not have allowed her lover to recover consciousness and learn the truth. Our age takes more pleasure in knowing that illusions are illusions than men of a more romantic time took in the illusions themselves. It may be, for all we know, that the beautiful Countess of Tripoli was an illusion and that Rudel was simply, like Don Quixote, a man unamenable to experience. We envy him, however, for in a world of disappointed men, the man who is not disappointed is a king."

ROBBING SIR WALTER SCOTT

A LITERARY FIND has robbed Scott of some glory. A resounding quatrain has long stood at the head of a chapter in "Old Mortality," and, tho carrying no other ascription than "Anonymous" has always been taken to be Scott's, since he was wont to play with his readers in this way. They happen, as the London *Outlook* says, to be "four of the best-known and most stirring lines in the language":

Sound, sound the clarion, fill the fife,
 To all the sensual world proclaim,
One crowded hour of glorious life,
 Is worth an age without a name.

Mr. James Rankin, of Galashiels, has lately informed the Literary Supplement of the London *Times* that he found the quatrain embedded in "a tedious, long poem contributed to *The Bee*, published in Edinburgh on October 12, 1791, and said to be written by one Major Mordaunt." Scott's habit of "concocting anonymous fragments" deceived even Lockhart, who never questioned this one, and he has been followed by all subsequent anthologists. Henley, in using the lines on the cover of his "Lyra Heroica," says *The Outlook*, "found the very sound of the clarion in them: the compactest and most blood-quickening summary of the doctrines of courage, honor, and activity inculcated by the poems he had collected." "An Englishman," writing in the London *Daily Mail*, expresses his amazement at the chance inspiration of four immortal lines. The entire poem is represented in the department of "Current Poetry."

"The poem, which speaks of 'Hymen's smiling bed,' of Clio, Clotho, and 'my Delia,' which calls Cupid 'lovely boy,' has little merit either of sense or sound. And then, in the midst of threadbare commonplaces, comes the invocation, 'Sound, sound the clarion, fill the fife'! It startles all the critical faculties and it sets you wondering at the marvelous accidents of poetical inspiration.

"It was once said that if a poem were lost in the wilds of the

Sahara Desert it could not be lost. A traveler, wearied in all save his intelligence, would come along, pick it up, and communicate it instantly and fervently to his friends. Such was the achievement of Sir Walter. In the wilderness of *The Bee* he found a treasure, which was his by right of discovery, and to him has it been ascribed in good faith, and with some reason, ever since.

"And truly to Walter Scott the prize seems to belong. It was he who ravished it from the maw of devouring time. Had it been left hidden in the poor little *Bee*, then we none of us would ever have heard of it, and W. E. Henley surely would never have had it graven in letters of gold upon the cover of 'Lyra Heroica.'

"But the truth is always well found, and it is a pleasure to ascribe the happy accident to Major Mordaunt, whose glory it is and should remain. A masterpiece, as I have said, can not be lost, and tho nobody cares to-day who was Major Mordaunt's Delia, the author himself has snatched at least one leaf from the bays of immortality."

SPEEDING UP CULTURE IN MOVIES

THAT MONEY ALONE is not sufficient in the movie industry is evidenced by rumors that reach us from Europe. Our producers, it seems, are eager to infuse more culture into their enterprises and are ready to "buy up" anything that Europe contains to assist. The London *Daily Telegraph* is convinced that the lead already gained by American producers is but temporary and can soon be overhauled. Thus, we read:

"It is quite true that the cinema is becoming more and more an international possession, but, if it is the case that it owes its inception to English brains, it is only fitting that the records and proofs of this should remain in this country. It is more than ever to-day, when the Americans are invading us *en masse.* Mary Pickford and Douglas Fairbanks, after their triumphal scamper through Europe in a blaze of 'publicity,' have gone home again, but scores of other 'stars' of almost equal magnitude, and also 'producers,' are either here already or are on the eve of arrival. The object of all of them is to turn Europe to account by utilizing our well-known historic sites in pictures which will thus be acceptable all the world over. They intend, in fact, to counter, if possible, the efforts in a similar direction of the European film producers. To the onlookers the struggle should be very interesting. If the truth were to be told, both sides are fairly confident of success. The Americans believe that their greater experience in the technique of picture-making, and their knowledge, the result of experience, that no expense is too great if it adds to the beauty of a film, will enable them to carry the day. The French and the Italian producers are equally confident that they far surpass their transatlantic competitors in esthetic perception and that the million-dollar film will have to yield pride of place to the film made with heart and brain. As for the British producers, they have gone doggedly to work to beat the American at his own game, and are convinced that national tenacity will pull them through this fight also."

AN ENGLISH BEAUTY OF TO-DAY,

Typical of the class Mrs. Asquith finds not so beautiful as women of the past eighties and nineties. This is Miss Gladys Cooper.

AN AMERICAN MOVIE STAR,

Miss Marjorie Daw, who may be taken as a type of beauty favored by us.

Hopefully this English observer sees that the struggle is not "so very unequal as some pessimists imagine." We get the surprizing intelligence that "American production may be said to have shot its bolt, and there are many indications that it fully realizes this itself."

"Hitherto its one guiding principle has been to cater almost exclusively for the tastes of the million and to ignore, as a negligible quantity, what the more fastidious minority cared to see. A film that was not equally popular in large cities and small towns was regarded as more or less of a failure. This rule of thumb proved quite satisfactory so long as the public was not very critical. Now, when the whole world is beginning to take the cinema seriously, it is perceived that something else is necessary. The problem is becoming far more complicated, and the men who have, up to now, been laying down the law, find that they are out of their depth. There will still be an enormous demand, at any rate for some time, for the films made on the old pattern, but there is also a new and very insistent call for something better."

RELIGION-AND-SOCIAL-SERVICE

PLAY AS A CHURCH FUNCTION

IN REALIZING that recreation is one of its functions the Church has opportunity for social service which will be of lasting moral benefit to the children, since heretofore "the failure to satisfy the play instinct has left the way open for commercialized amusement to establish itself for profit and with little regard to the moral quality of the recreation offered." The means for providing recreation by the Church are manifold, says a writer in *The Playground*, who points out what has already been successfully accomplished in this field of endeavor and how much more can be achieved through directed play for the moral gain of childhood. In Michigan one church opened its basement as a rest-room for the young people participating in winter sports near by. Girls' groups, organized for classes of various kinds, find their homes in the parish houses of churches in New Jersey, Long Island, Oregon, and many other States. Similarly Boy Scouts meet in church houses. Buffalo, N. Y., contains a Presbyterian church, dormant for four years, which with the coming of a new pastor has taken a new lease of life. We have this glimpse of its work:

Photograph by Community Service.

A TUG OF WAR IN THE CHURCH GYMNASIUM.

A Philadelphia pastor loans his church to the use of Community Service, and himself enjoys the games.

"The noon hour every day now finds its splendid parish house humming with the activity of young life. A cafeteria supplies the need of the neighborhood for good food at small cost. Volley-ball courts, pool-, and smoking-rooms, games of all kinds and dancing on week-days draw into this church center Jews, Catholics, and Protestants.

"Community singing and moving pictures on Sundays make the church attractive to the people of this boarding-house district. The trustees, after a visit to the church house at the noon hour, so heartily approved of the work that $12,000 have been appropriated to carry it on, and Community Service, which first inaugurated the program at this church, has been asked to find an all-round director who can give full time to the activities there."

In Rochester, N. Y., the Brick Church organized an institute, which, in 1910, put up a new building with gymnasium, swimming-pool, bowling-alleys, club-rooms, and various recreation and educational facilities, and dormitory-room for eighty men. Success attended the venture. From the beginning—

"An extensive boys' work was conducted in the form of an evening boys' club, and work for girls soon grew rapidly. A Bible-study club of the leading young women has resulted in one of the women starting a working girls' club. Gymnasium classes in household arts develop a desire for self-improvement. Dramatic entertainments are popular, and so are regular Saturday evening dances, held in the institute building with an adequate number of chaperons from the church people. Frequently a dancing-teacher of high standard is present to make suggestions and give demonstrations of the best form in dancing and to illustrate new steps. A vacation school, conducted under expert teachers, both employed and volunteer, offers games, athletics, outdoor hikes, nature study, and instruction in useful arts.

"In some places it has been found expedient for the churches of a community to federate their recreation resources. Sixteen churches in Delaware joined in a Church Athletic Recreation League, organized by the Community Service physical director, and in Kentucky a Methodist Episcopal Church has bought a lot for a community center and playground, this lot to be paid for by the Methodist Centenary Movement. The Ministerial Alliance as a body is backing the playground and community center movement. In New York two of the larger chuches have offered to Community Service their gymnasiums and equipment for the use of disabled ex-service men taking vocational training under the Federal Board of Vocational Education.

"One of the largest church institutions in the world is the People's Palace in Jersey City. It was built by Joseph Milbank at a cost of $75,000, but is doing a recreation service worth much more than that amount each year. The institute contains billiard- and pool-rooms, bowling-alleys, a theater, a library, and a gymnasium. Across the street is the church, but no one is obliged to go there. 'Play here,' says Mr. Scudder, 'or pray there, but keep away from the saloon and the gambling den.'

"What are the net results from such recreational activities in churches? In Toledo, Ohio, the effects were named as increased regularity in Sunday-school attendance, honesty in play, and many additions to the church—seventy-five per cent. of the young people being members. Countless other churches are ready to attest a visible quickening of church life due to the intelligent planning for the leisure hours of those people whom the church wished to attract. And fortunately many of these churches are coming to see in these recreation activities something more than a way of increasing attendance. They are being recognized as a direct means in building character."

The writer gives some suggestions by H. A. Atkinson for any "wide-awake" church:

"Equip one or more rooms in the church which shall be open to the various clubs in the community for club purposes.

"Install a pool-table, a bowling-alley, and tables for other games.

"Organize a brass or string band to give free entertainments in the church.

"Assume responsibility for the teaching of wholesome games that may be played in the home and outside of the home, but in close connection with it, providing hours and places of amusement where children and parents can play together.

"Supply volunteer helpers to the community's recreation agencies.

"Help to organize and promote play in the streets.

"Provide tennis-courts and baseball diamonds.

"Arrange with the city authorities for sidewalks in certain blocks to be open for roller-skating or coasting.

"Promote church athletics, baseball, basketball, volley-ball leagues, and offer a banner or prize for the best athletic club.

"Maintain boating, yachting, and fishing clubs in the vicinity adjacent to navigable water.

"Arrange for summer camps and camping trips.

"Plan tramping trips under the right guidance and direction for groups of different ages in the church.

"Secure a lease upon a vacant lot in the community and provide the means and direction to the young people for gardening.

"Provide an adequate program for the various holiday celebrations by pageants, entertainments, picnics, and such other exercises as appeal to the good judgment of the church.

"Cooperate in promoting the Boy Scout activities, paying special attention to the social fraternal features of the work.

"Organize and maintain Camp Fire groups for girls.

"Help to provide some form of recreation for the community on Sunday afternoon.

"Urge, work, and demand in the name of humanity the Saturday half-holiday for all.

"Organize a group of baseball enthusiasts in the church and together rent one of the large boxes at the league baseball park. Let this be known as the box belonging to the church. Other organizations follow this plan and their members always sit together at the games. Why not the church?"

"CHEAP TALK" ABOUT SACRIFICE

THERE HAS BEEN MUCH "CHEAP TALK" about sacrifice in giving, says *The Christian Herald*, and "people in churches and other places use the word as if they really knew what it meant when in reality they have never made a sacrificial gift in their lives." One denomination in the United States numbers 808,000 members, we are told, and its missionary boards have asked for a special sum of three million dollars for missionary and educational purposes. The amount seemed large, and a member objected that it could never be raised, that it would require a "raw-bone sacrifice." A friend asked him to consider this "carefully worked out" tabulation:

"If ten per cent. of the membership of the church contributed the price of a pair of shoes, ten per cent. the price of a very ordinary umbrella, ten per cent. the price of a pound of candy (not the best), ten per cent. the price of a box of tobacco (not the best), ten per cent. the price of a pair of silk hose (not guaranteed), ten per cent. the price of a two-cent postage stamp (very ordinary), ten per cent. the price of a pair of gloves (not very good ones), ten per cent the price of a novel (not a very good one), ten per cent. the price of a theater ticket (balcony), ten per cent. the price of a movie (any kind), the total would more than equal the entire three million dollars asked for.

"How much sacrifice is involved in the giving of the average citizen who goes to church in a three-thousand-dollar automobile, for which he pays one hundred dollars a month for up-keep, when he puts one dollar into the collection and then criticizes the appeal of his two-thousand-five-hundred-dollar-salary minister because he asks for more money to keep the starving people in Europe from dying?

"How much sacrifice does the man know who gives ten dollars a year to his local Y. M. C. A. and fifty dollars for his favorite baseball team?

"How much sacrifice does the man know who is planning a trip to Europe this summer at a cost of two thousand or more, when he gives twenty-five dollars a year to support medical missions abroad and is looked upon as a generous man because he gave fifty dollars last year out of a large business to support an orphan overseas?

"How much sacrifice does the man know who makes a clear profit in a year's time of twenty-five thousand dollars and gives one-hundredth of that to benevolence and religion?

"Heaven help some of us in the final judgment, when the real accounts of men will be made up by the eternal bookkeeper who is an expert who can not be deceived by our juggling of the ledger which we have tried to keep with a balance for 'sacrifices' to our credit."

VACATION WITH PAY FOR WORKERS

THE ADVANTAGE AND DESIRABILITY of giving office workers an annual vacation with pay have long been recognized, and now, "without any apparent concerted action," vacation with pay for factory workers is slowly becoming an established practise, and perhaps with regular furloughs the periodic urge to strike will be less potent. Out of 624 establishments from which statistics have been obtained in the last two years, 530, or 85 per cent., give vacations with pay to office employees, according to a writer in *The Survey*, and the present tendency to accord the same privilege to factory help is "doubtless due to the belief that what is good for the office employee should also be good for the manual worker, and that physical, no less than mental, effort should be rewarded by a rest." Figures compiled by this authority indicate that out of 624 plants in various industries, about eighteen per cent. give their factory employees holidays with pay, which "could hardly have been said even a year or two ago." Certain details have hindered the spread of the vacation movement to factory workers, and they will probably continue to do so unless these barriers can be removed. "One of the chief difficulties lies in the fundamental difference that exists in the relationship of the employer to the two classes of his employees as regards pay and status and their respective response in consequence." For instance:

"The turnover of office workers is considerably less than that of factory employees, and among the latter is greater for unskilled than for skilled help. There is also the difference in methods of pay. Office workers are generally paid by the month, or at least every two weeks on a salary basis, while the worker in the plant is paid every week on the daily basis. The former rarely gets paid for overtime and the annual holiday is in recognition of this fact. Not so the workman: he is paid overtime, generally at the rate of time and a half, and thus the employer considers there is no further obligation to be discharged. In cases, however, where the employer gives vacation with pay he lets it be distinctly understood that it is not given as a reward for past effort, but as a means of gaining renewed vigor for future work."

Judgment is required to regulate vacations, especially in industries where operation is continuous. In these it will be necessary to arrange the periods so that too many workers will not be absent at one time. In plants where production is carried on by progressive assembly the plan is to shut down for a week or two and let all the employees have a rest. Recent figures, it is said, show that this plan is becoming popular, and the plan has "been adopted in four foundries, two clothing, two public utilities, two food-products, and five other establishments." As to determining who are entitled to holidays with pay—

"It is becoming customary to make the length of vacation contingent on regularity of attendance, length of service, or on both, and in some cases on workmanship and output. In the first case, and this particularly applies to female workers, the full week is given where attendance has been regular. In other plants men are entitled to a week's vacation with pay only after they have been at work for at least six months or a year.

"Since many factory workers have a comparatively short period of service, limiting vacation to those who have worked for no less than six months or a year reduces the number entitled to vacation very considerably. In a number of plants, for instance, involving 11,000 workers, it was found that nearly fifty per cent. of the total employees had less than six months' service, while no less than sixty-three per cent. had worked less than a year.

"In several instances it has been found necessary to withhold vacation money until a month after the employee has returned to work, because in many cases the leisure time was spent in hunting for another job, and as soon as the employee returned and got his money he left the plant."

CURRENT - POETRY

THE following poem has become current through the discovery of a famous quatrain imbedded therein and supposed to have been written by Sir Walter Scott. The "Last German War" mentioned in the title is probably the Seven Years' War between Austria and Prussia, which began in 1756 and ended with the Peace of Hubertsburg, February 15, 1763. An account of the rediscovery of the poem in *The Bee* (Edinburgh) is printed in the "Letters and Art" department:

A Poem, said to be written by Major Mordaunt during the last German War. Never before published.

Go, lovely boy!* to yonder tow'r,
The fame of Janus, ruthless King!
And shut, O! shut the brazen door,
And here the keys in triumph bring.

Full many a tender heart hath bled,
Its joys in Belgia's soil entomb'd:
Which thou to Hymen's smiling bed,
And length of sweetest hours had doom'd.

Oh, glory! you to ruin owe
The fairest plume the hero wears:
Raise the bright helmet from his brow;
You'll mock beneath the manly tears.

Who does not burn to place the crown
Of conquest on his Albion's head?
Who weeps not at her plaintive moan.
To give her hapless orphans bread?

Forgive, ye brave, the generous fault.
If thus my virtue fails; alone
My Delia stole my earliest thought,
And fram'd its feelings by her own.

Her mind so pure, her face so fair;
Her breast the seat of softest love;
It seem'd her words an angel's were,
Her gentle precepts from above.

My mind thus form'd, to misery gave
The tender tribute of a tear:
O! Belgia, open thy vast grave,
For I could pour an ocean there.

When first you show'd me at your feet
Pale liberty, religion tied,
I flew to shut the glorious gate
Of freedom on a tyrant's pride.

Tho great the cause, so wore with woes,
I can not but lament the deed:
My youth to melancholy bows,
And *Clotho* trifles with my thread.

But stop, my Clio, wanton muse,
Indulge not this unmanly strain:
Beat, beat the drums, my ardor rouse.
And call the soldier back again.

Sound, sound the clarion, fill the fife,
Throughout the sensual world proclaim,
One crowded hour of glorious life
Is worth an age without a name.

Go then, thou little lovely boy,
I can not, must not, hear thee now;
And all thy soothing arts employ
To cheat my Delia of her wo.

If the gay flow'r, in all its youth,
The scythe of glory here must meet;
Go, bear my laurel, pledge of truth,
And lay it at my Delia's feet.

Her tears shall keep it ever green,
To crown the image in her breast;
Till death doth close the hapless scene,
And calls its angel home to rest.

---

* Cupid.

As a gloss on the familiar phrase, "the heir of all the ages," comes Mr. Banning's poem in *Hearst's Magazine*, addrest to some or any son who needs instruction in history. The peaks that emerge from this numerous company might be objected to as too many of those who "fought the fight," while some forgotten ones also "kept the faith":

THE FANTOM CARAVAN

BY KENDALL BANNING

Out of the Dusk they troop, my son, from the uttermost pales of the Past,
Where the spark of their lives was lit by the Norns and their courses molded and cast.
As a cavalcade they ride them forth, in a line from Ab to you;
Your brawn is theirs and your brain is theirs; you do as they bid you do.
The urge of a million sires and dames in the blood of your pulses runs,
As our own urge will some time surge in the sons of your children's sons.
In weird array the grim and gay, the priest and the pagan ride;
The knight with the knave, the king with the slave and the wanton, side by side.
Out of the Dusk they troop—a wild, fantastical masque of man,
As we shall ride in the blood of our sons in the fantom caravan.

. . . .

The Pilgrim with the Vandal rides,
The Saxon with the Gaul,
The sons of David, Lludd, and Noah
Ride with the sons of Saul.

One is Prince Henry of Navarre;
Leonidas is there,
And Richard of the Lion Heart.
And Alex Do-and-Dare.

One is the Seigneur Ber du Lac,
Sometimes surnamed The Lance,
Who fought the fight and died the death
With Joan, the Maid of France.

And one is Aram, priest of Baal,
Who braved the wrath of Tyre,
To preach His Word, and for that Word
Was done to death by fire.

One is Gur Khan of Balasghun,
The warrior King and Seer,
Who broke the might of Islam's arms
At Ibn-al-Athir.

There ride Sir Sidney, Bayard, Drake.
There Cyrus rides, the Mede,
And some there be of Hector's line
And some of Beowulf's breed.

These be the folk who kept the faith
And lived and loved thereby—
Who fought the fight, who ran the race,
Who died as men should die.

. . . .

The flames of a million sires and dames in the blood of your pulses run;
Of a million flames to feed and serve, how can you serve but one?
Their prides are yours; their loves and their lusts, their hopes and their hates are your own;
You are the fruit that their loins have bred, the flower of the seed they have sown.
Their lives are spun as the threads of your cloak, through the warp and the woof of your Whole;
Your hands are theirs and your eyes are theirs, and your mold and your Self and your Soul.
The dreams they dreamed and the fights they fought and the prayers that their lips have prayed
Shall be your dreams and shall be your prayers; your fights are the fights they made.
The lives they lived and the deaths they died you shall live and die again;
In you is the seed of a million hopes of a million maids and men.

God grant, my son, that you fight the fight and hold to the faith. Amen!

FOR those not gifted with the vision to see the little people who, so we are assured by those who do see, frequent the woods and the shore, this evocation will serve in place of reality. *The Westminster Gazette* (London) hands it on:

THE DANCERS

BY EVA SPURWAY

Upon a visionary shore,
In dream, the slow tide crept and crept—
Moved from a mist, as if it slept,
And left the haze of imaged things,
Wearied into content once more;
The foam thereon in changing rings
Had bloomed and withered with the wave
That to its shape new fashion gave.

Dim forms, where sand and water met,
Swayed as an unheard music chanced,
And many white feet danced and danced
That were the foam of the sea's brim;
And ever, with dim faces set
In hair that flew to the world's rim,
They danced into a dream, and then
Danced palely into sleep again.

THERE are two sides always where a quarrel occurs. In another department England states hers in eloquent prose; no less eloquent are the verses—two sonnets in the little magazine called *The Sonnet* (Williamsport)—which tell of the Irish love for Ireland and the grief over her present woes:

LAMENT

BY MARY J. O'NEILL

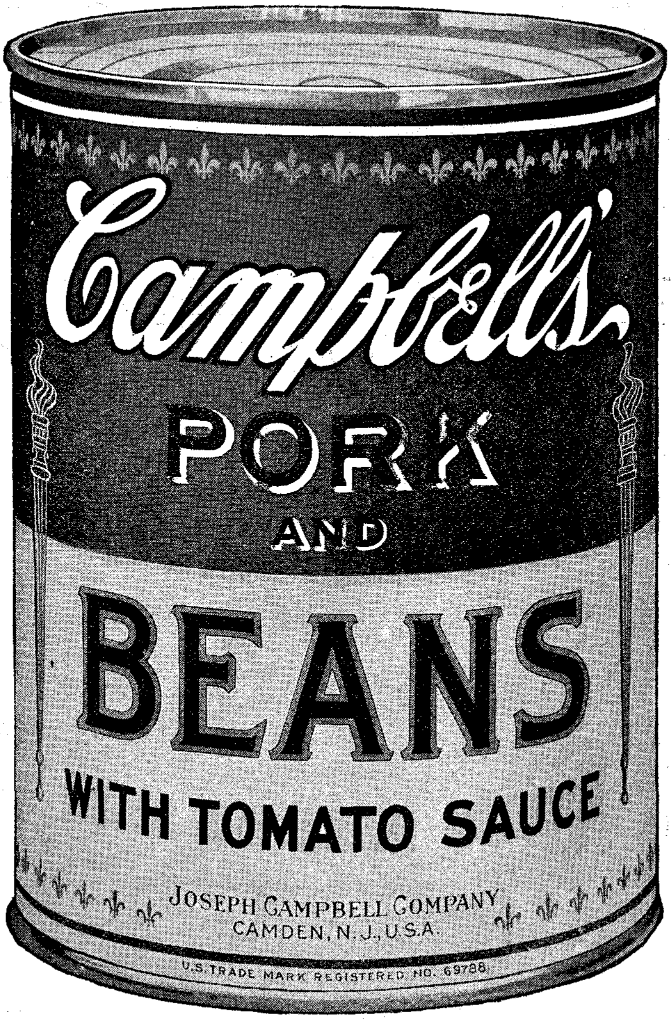
What is our little love to us to-day—
The utter loveliness of little things—
The beauty that is new nor fades away—
The show of ribbons and of pretty rings!
The shut-in evenings that we loved so well,
The tea and prattle by the fire of turf,
Are as a tale some traveler has to tell
Of seas remembered for their singing surf!—
For there is blood in Londonderry lanes,
And there is that in Belfast that is sad;
And Irish hearts are bleeding! What remains?
Can wounds be stanched? Can Irish hearts be glad? . . . . . .
In Ulster towns to-day the heartsick hears
The solemn tread of Ulster volunteers.

ALL IN ALL

BY MARY J. O'NEILL

The hills are not too sad for me to-day;
The skies are not too gloomy where they hang:
I only find the hills a place to pray;
I have forgot the last a woodbird sang.
I will but read the book upon my knee,
Wherein yet sing the sad bards of my land—
The sad, sad bards of Ireland. Can it be
Their harps throb on in darkness? Deathless band!
A wind is in the pages; tears are there
For wounds renewed and grievous hurts unhealed.
Ah, God, who made our Ireland more than fair
(And I have thought on Sussex and the Weald),
May one live after Ireland? (Heed our cries!)
How shall we weep for Ireland if she dies!

MADE BY THE MAKERS OF CAMPBELL'S SOUPS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WORLD-WIDE - TRADE - FACTS

THE COCONUT INDUSTRY IN THE PHILIPPINES

(The Pan-American Magazine)

BEFORE THE WAR, the Philippine Islands were the world's great exporters of copra. Notwithstanding the fact that the difficulties of trade and commerce during that period reduced the output of that branch of the coconut industry, the trade in coconut-oil has continued to be as great as before the war. To-day the islands export more coconut-oil than any other world-section. Nor is this surprizing, for sixty-four millions of the four hundred million coconut-trees in the world are concentrated in the Philippines and coconuts are grown in almost every province.

To-day the eight provinces of Laguna, Tayabas, Albay, Samar, Zamboanga, Misamis, Cebu, and Leyte are given over to the growth of coconuts, but the islands have further and continued opportunities for increasing production. Thousands of acres of fertile land, good for coconut crop, lie idle in at least fifteen provinces, and while the yield in coconuts in 1917 amounted to 887,000,000 nuts, the present impetus to trade promises more plantations and the growth of more and more coconuts.

THE COPRA INDUSTRY

Nuts derived from coconut plantations are used for direct consumption or for the preparation of copra. It is believed that only one-third of the world's coconuts are made into copra, and the daily consumption of copra for the world is approximately seventeen hundred and fifty tons.

To prepare copra, the first thing done is to split the coconut so that the meat may be partly dried while in the shell, the next step being to remove the meat and complete the drying either by sun or with some artificial method. There are prepared three classes of copra: (1) sun-dried (thoroughly dried either in the sun or over a drier), (2) a fair grade of marketable manila (copra partly or imperfectly dried before reaching the city of Manila, where it is redried), and (3) low-grade copra (smoked, scorched, or rancid, which condition is due to careless or imperfect drying).

Below we give a table showing the total production of copra from 1910 to 1917, with quantities in kilos and value in pesos:

Year	*Quantity*	*Value*
1910	125,140,822 kilos	*P*18,771,123
1911	118,323,114 “	17,748,467
1912	174,035,835 “	29,586,092
1913	116,699,818 “	21,005,967
1914	107,382,931 “	17,385,088
1915	171,573,963 “	18,377,184
1916	141,764,193 “	19,016,096
1917	186,510,962 “	26,553,153

Prior to the opening of the war copra was a very important article of export. It was exported to the United States, United Kingdom, France, Japan, Spain, Germany, British East Indies, and Belgium. The Philippines was the world's largest exporter of copra. Then during that time something like one hundred and seventy-five thousand tons, or about one-fourth of the world's total copra output, was produced in the Philippines.

The manufacture of coconut-oil for exportation virtually commenced in 1913, when the islands shipped oil to the value of 2,292,678 pesos. In that year but one company was manufacturing oil on a commercial scale.

When the war came, two great difficulties confronted the copra producers: the increasing demand for the product in foreign markets and the shortage of cargo space in deep-sea vessels. On the other hand, the price of vegetable oil in the American and European markets was soaring. Also there were savings effected by taking advantage of the difference in freight-rates between copra and oil. Furthermore, the abundance of cheap labor on the islands will forever preclude American and European competition in this industry.

The mills of thirty-one out of forty-two concerns are in a position to produce a maximum of one thousand three hundred tons of two thousand pounds each of coconut-oil per twenty-four-hour day. The oil-mills are scattered in several provinces. Taking into account the value of liters produced during the year 1917, the degree of importance of the best oil-producing provinces must be classified as follows: (1) Laguna, with a production of 1,050,266 liters; (2) Albay, with 464,743 liters; (3) Cebu, with 250,300 liters; (4) Tayabas, with 240,819 liters; (5) Leyte, with 135,350 liters. The following table shows quantities and values for the years from 1910 to 1917:

Year	*Quantity*	*Value*
1910	6,993,513 liters	*P*2,098,054
1911	6,602,966 “	1,980,890
1912	4,868,101 “	1,460,430
1913	5,010,540 “	1,503,162
1914	3,595,332 “	1,225,413
1915	3,175,626 “	662,491
1916	2,688,305 “	713,288
1917	2,623,687 “	831,810

In view of the fact that copra is an essential item in the production of coconut-oil, its export has declined and will continue to decline unless better inducements are offered in the foreign markets than in the Philippines. Fear is entertained that there is a shortage in the supply of copra to meet the local demand, a circumstance which will necessarily compel some oil-mills to import copra from near-by countries, such as Java or Ceylon. Exports of coconut-oil during 1918 amounted to 115,280,847 kilos, valued at *P*63,328,317. Owing to the prohibition placed by the Bureau of Exports of the War Trade Board on the exportation of coconut-oil to foreign countries, 98 per cent. of the total exports corresponding to the year 1918 went to the United States and 2 per cent. to Canada and Guam. In 1919, 139,942,612 kilos, worth *P*73,719,504, were exported. The exports during previous years from 1915 to 1918 are given below:

	1918		*1917*	
Countries	*Quantity Kilos*	*Value Pesos*	*Quantity Kilos*	*Value Pesos*
United States	113,534,729	62,198,528	45,045,690	22,055,319
Guam	3,568	2,569	....	....
Russia	....	....	....	....
Spain	....	....	40,725	15,983
Canada	1,742,550	1,127,220	....	....
China	....	....	77,914	30,657
Japanese China	....	....	23,280	10,731
French East India	....	....	288	90
Hongkong	....	....	508	208
Japan	....	....	10,010	5,306
Total	115,280,847	63,328,317	45,198,415	22,818,294

	1916		*1915*	
Countries	*Quantity Kilos*	*Value Pesos*	*Quantity Kilos*	*Value Pesos*
United States	15,307,429	7,388,748	13,367,932	5,609,263
Guam	....	....	....	....
Russia	488,898	327,253	....	....
Spain	....	....	....	....
Canada	....	....	95,368	31,440
China	19,350	7,325	869	300
Japanese China	122,504	62,108	....	....
French East India	....	....	....	....
Hongkong	....	....	....	....
Japan	152,988	66,035	....	....
Total	16,091,169	7,851,469	13,464,169	5,641,003

The Philippines is now considered as the world's largest exporter of coconut-oil as she was before of copra.

USES OF COCONUT-OIL.—Coconut-oil is used as a cheap source of vegetable fats—both tallows and oils—as well as in the manufacture of several kinds of wholesome human food. The finest varieties of toilet and bath soaps as well as prepared shampoos are based on coconut-oil. Combined with other substances like milk or other vegetable oil having a higher point of liquefaction and treated by various processes, both the solid and liquid portions of coconut-oil become the principal ingredients in many cooking oils, margarines, etc.

PROSPECT OF THE COCONUT-OIL INDUSTRY.—Tho born out of war-time demands and tho the fabulous prices caused by the war will never return, the coconut-oil industry had already attained a permanent and definite predominance in international commerce. Its brilliant prospect is easy to be grasped if we take into consideration the following circumstances. Before the war in 1913 Europe alone was said to be consuming about one thousand tons of copra per day in the manufacture of coconut-food products. During and after the war there was a tremendous demand for fats and suets. The world's needs can never again be satisfied by the limited and decreasing supply of animal products. In Asia and Africa food derived from coconut-oil has found a big market among Mohammedans, Jews, and Buddhists, whose religious beliefs forbid them to use any animal matter. In America, especially on the Pacific as well as on the Atlantic and Gulf coasts, manufacturers are realizing the superiority of this oil—used as human food or as lubricating media—because it contains practically no acid which is more or less irritating to animal tissues and injurious to metals.

NOTE.—Equivalents: Kilo, 2.204 pounds; liter, 1.0567 quarts; peso, 50 cents in United States currency

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In one of America's most modern factories, here Lincoln Cars are Leland-built.

Originally planned for the production of that marvelous mechanism—the Liberty Aircraft Motor—here produced in largest volume in the shortest time, that wonder workshop turns to peacetime occupation.

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Here is machinery of the most modern kinds, seemingly more than human in its ingenuity; and literally thousands upon thousands of the most scientific and accurate tools and devices which genius has yet conceived.

Here the guiding hands rank with the world's most adept in their respective callings—men who have devoted their arts, their talents, and their skill, to designing, developing, refining and building cars and motors of the finer class.

Here pervades the spirit of co-operation, and of harmony, and of fellowship—a spirit which has its source in the administrative offices.

Here is found ideal environment, that which appeals to men's better selves.

Here too are means for healthful recreation.

Here men are encouraged to develop the best that is within them; and here honest effort does not go unrewarded.

Here is seen the atmosphere of inspiration; and here is seen incentive to achievement.

Here men of the serious minded type seek affiliation, not alone for the creature comforts, but for the skillful training they acquire, and the prestige which that training wields in the world mechanical.

Here men, and methods, and machinery; here inspiration, environment, and "knowing-how" work hand in hand for a common purpose—the production of the highest type of motor car that man has yet evolved.

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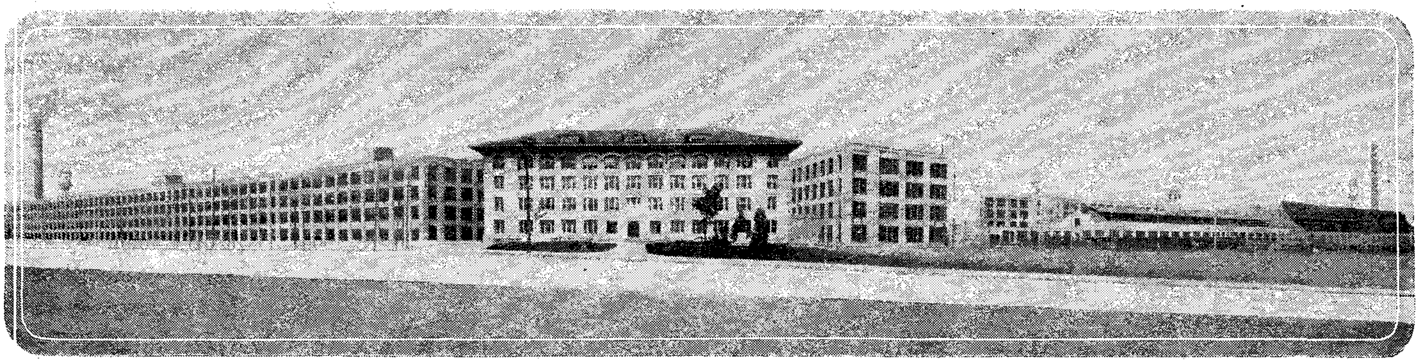
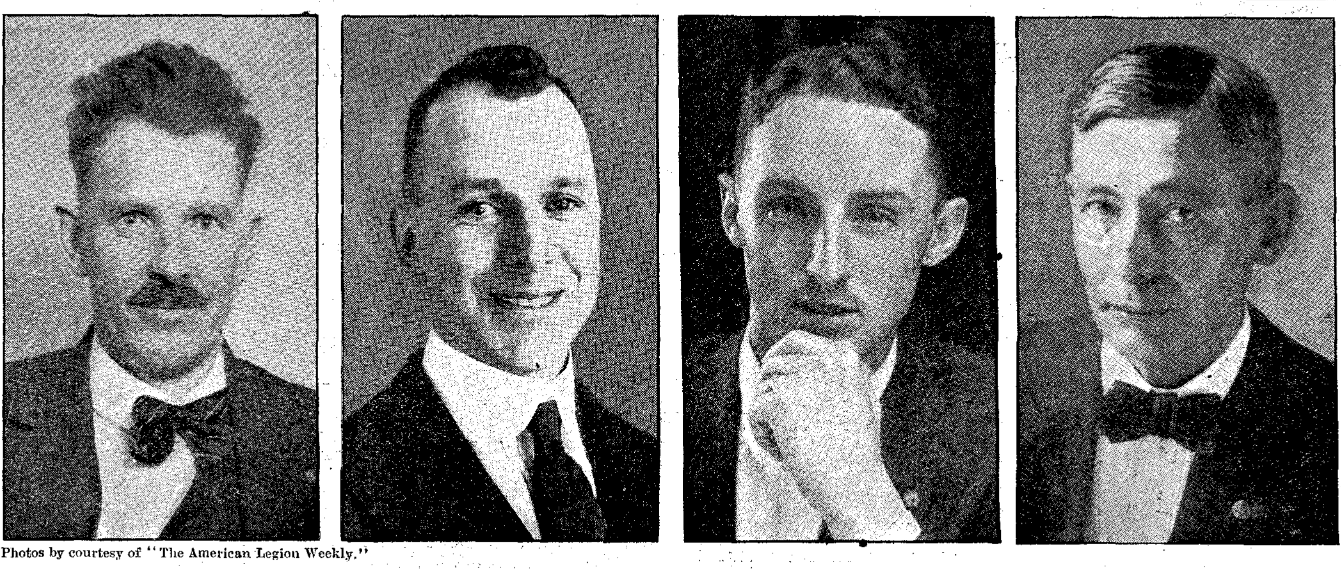


Looking Northeast *Administration Building* *Looking Northwest*

Composite View of Lincoln Motor Company's Main Plant in Detroit

PERSONAL - GLIMPSES



Photos by courtesy of "The American Legion Weekly."

SERGEANT YORK. SERGEANT KATZ. LIEUTENANT FURLONG. PRIVATE BART.

MEN WHOSE HEROISM WON AMERICA'S HIGHEST HONOR, AS THEY LOOK TO-DAY.

WHERE ARE THE HEROES OF THE GREAT WAR?

ONE WAY OF JUDGING MEN is by their left coat-lapels, for almost every other man wears there some sort of mark that may carry a hint as to his character. The mark may be a simitar of pearls and diamonds; it may be a golden square and compass; it may be the antlered head of an animal, or it may be a small badge of enamel. But some day the observer who has fallen into the habit of noticing the lapels of men-who-pass may notice an unfamiliar insignia "that seems to stand out by reason of its very inconspicuousness." It has neither pearl, nor gold, nor enamel. No precious stone glitters on it. It is a simple circle of blue ribbon, a quarter of an inch in diameter, the space within the rim filled with tiny folds arranged spokelike, so that the whole looks like the bud of a flower. It is the rosette of the Congressional Medal of Honor, one of the rarest and most authentic tokens of heroism awarded by any nation. "For old time's sake," *The American Legion Weekly* (New York) has been, in its own words, "hunting out" the wearers of these rosettes "two years after the ending of the war, just to find out what they are doing." The writer in *The Weekly* comments by way of introduction:

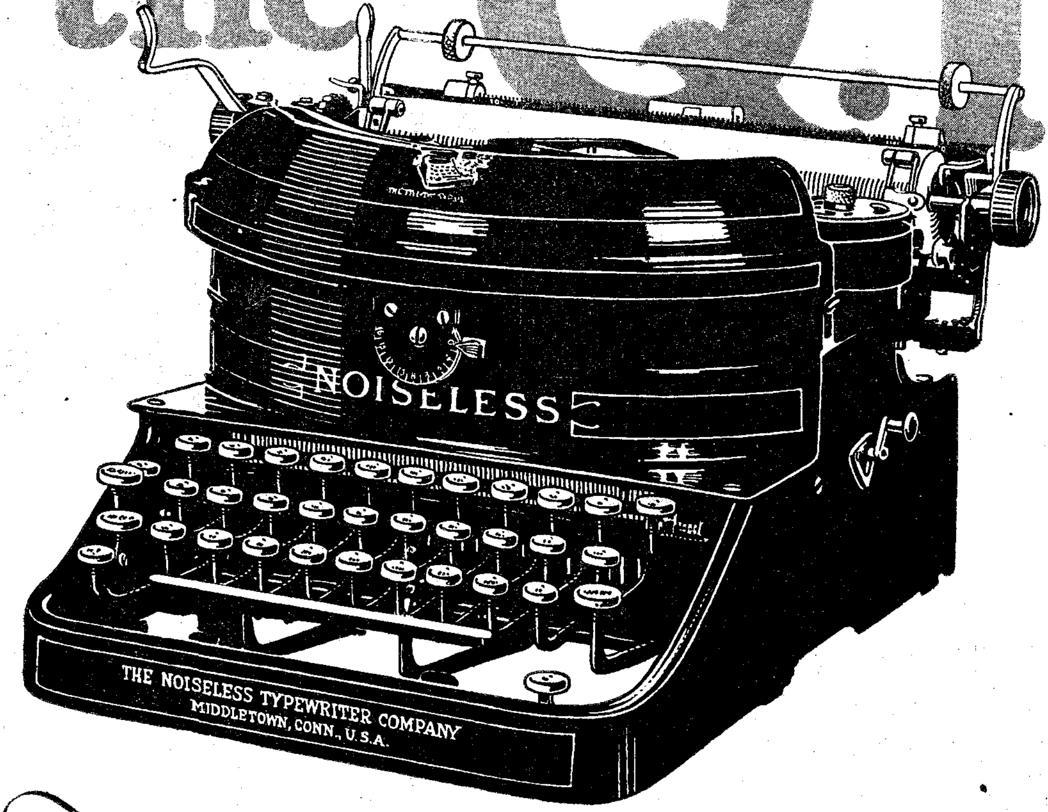
> You may only see this rosette if you happen to live in one of a few score cities, for in the whole United States there are among the veterans of all wars only a few hundred living men who have earned the right to wear it. And during the late war the medal of honor was made to stand for acts of such superlative courage that only seventy-eight men in all the fighting of the A. E. F. received the medal.
>
> Of these seventy-eight more than a score died while performing the heroic act which won the award for them. Only fifty-four men of the A. E. F. came home from France with this decoration, which is the highest that America bestows on her heroes.
>
> And now! The war is over. Practically all of the fifty-four medal-of-honor men are out of the Army. They have scattered through the country. From the peaks of fame they have come down to the great plains of anonymity, where they are lost among the one hundred and ten million.
>
> Where are they to-day, those fifty-four medal-of-honor men who yesterday were famous? What are they doing? What do they think about things in general? Are they glad that the fighting is over? Or do they long to be back again on such a field as the Argonne or Champagne?
>
> Ask these questions of Frank J. Bart, of Newark, N. J. You will find him in the Labor Temple in Washington Street, probably bending over a huge account book in which he is checking up rows of figures. For Bart is the head steward of the Newark Labor Temple, a job which, anybody will admit, requires much less muscle than the exploit in which Bart, on October 3, 1918, at Medeah Farm, in France, won Uncle Sam's highest award.
>
> It was just a little incident in a day's work, if you will believe what he tells you about that exploit, but a certain general order goes further. It says: "Private Bart, being on duty as a company runner, when the advance was held up by machine-gun fire, voluntarily picked up an automatic rifle, ran out ahead of the line, and silenced a hostile machine-gun nest, killing the German gunners. The advance then

Courtesy of "The American Legion Weekly."

BOTH A MAKE-BELIEVE AND A REAL HERO.

When the top of a fighting tank was knocked off by a shell, Donald M. Call, now a musical-comedy actor, carried his wounded superior officer over a mile under machine-gun and sniper fire to safety. He won the Congressional Medal of Honor, and was promoted from Corporal to Lieutenant.

on the Q.T.



There is not one business man in a hundred who does not realize that typewriter noise handicaps his thinking. "Oh, for a quiet office!" has been a plaintive cry for years.

Sometime today, the noise of a typewriter will interrupt your thinking. It may be at ten o'clock—it may be at eleven—it may be at four. But that interruption will come.

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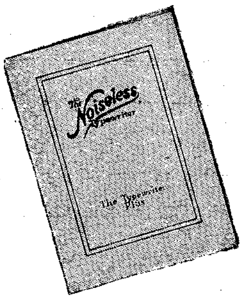
Words are after all but words—your way or our way of saying—"*Come and see.*" Performance outweighs praise. Decision rests on demonstration. Far better than anything we might say about the Noiseless is the Noiseless itself. A ten-minute inspection will tell you more about it than we could write in ten pages.

Ask for a demonstration in your own office.



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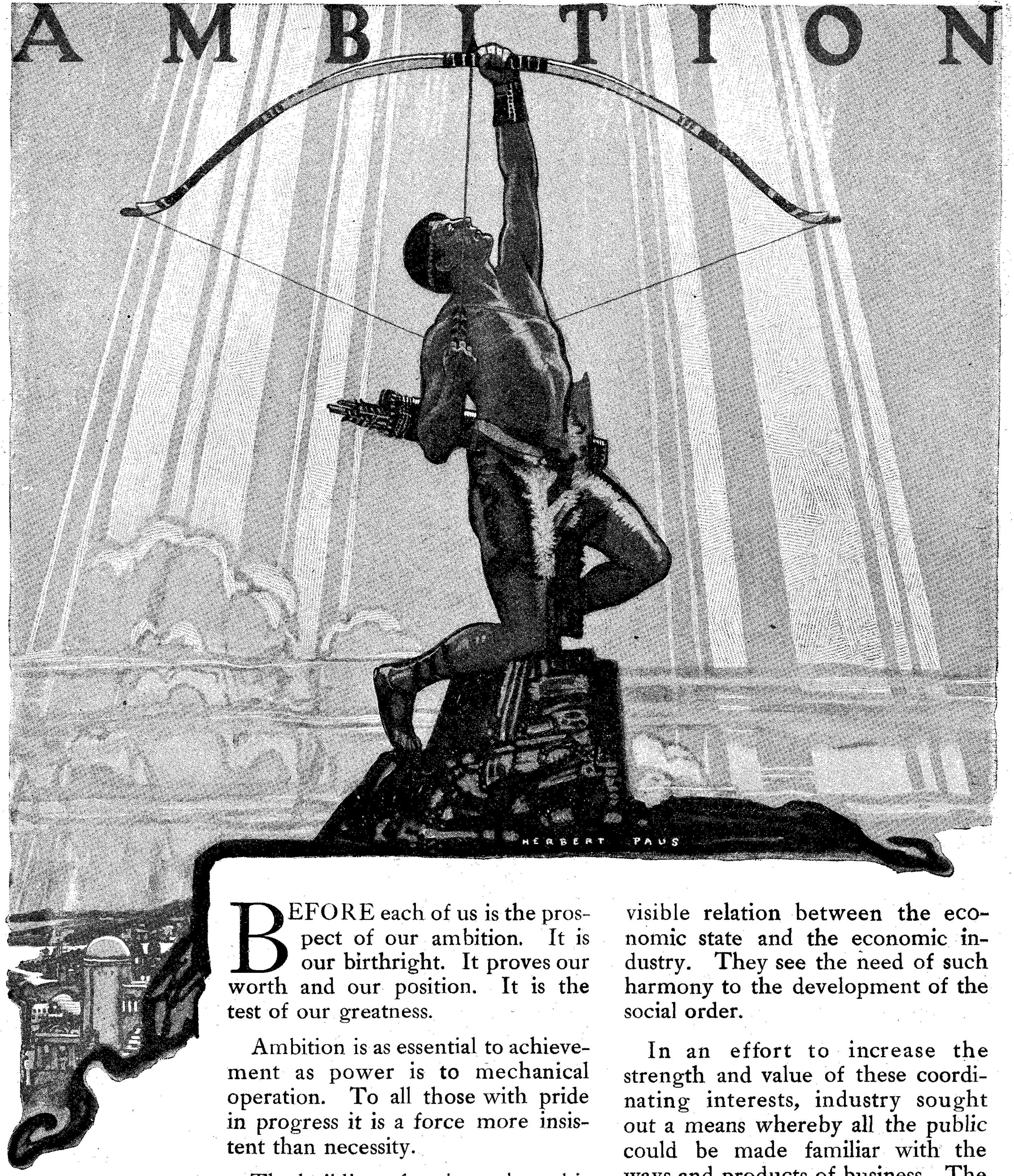
AMBITION



BEFORE each of us is the prospect of our ambition. It is our birthright. It proves our worth and our position. It is the test of our greatness.

Ambition is as essential to achievement as power is to mechanical operation. To all those with pride in progress it is a force more insistent than necessity.

The building of nations, the cultivation and unification of patriotic ideals, the advancement of mankind, the contributions of art and science, the increase in industrial effectiveness; all these come in answer to the call of ambition.

Modern leaders who have focused their ambition on the constructive problems of commerce see the indivisible relation between the economic state and the economic industry. They see the need of such harmony to the development of the social order.

In an effort to increase the strength and value of these coordinating interests, industry sought out a means whereby all the public could be made familiar with the ways and products of business. The effort resulted in the recognition of the educational force termed advertising.

Because of its capacity for showing results, advertising has become the most highly developed expression of an ambition to serve vast territories that has yet been made operative.

N. W. AYER & SON, *ADVERTISING HEADQUARTERS*

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FOUR CONGRESSIONAL MEDAL-OF-HONOR MEN, TWO YEARS AFTER THE WAR.

continued and, when it was hindered shortly afterward by another machine-gun nest, this courageous soldier repeated his bold exploit by putting the second machine gun out of action."

And in order to do all this, Bart had stept out of civil life in the first month of the war—May, 1917. He was forty-three years old when he enlisted, but for some reason or other he told them he was thirty-three. He was a waiter when he joined the Army.

He will tell you that he would like to visit again his old stamping-grounds in Château-Thierry, Soissons, Saint Mihiel, Champagne, and the Meuse-Argonne, where his outfit, Company C of the 9th Infantry, Second Division, carried a good part of the hod of the A. E. F.'s heaviest fighting.

But, frankly, he doesn't believe he is ever going back to France. He likes his present job, and he doesn't ever have any longings to clean up any more machine-gun nests. He has had enough of that to last him a lifetime, he says. But he can talk enthusiastically when you ask him what he thinks of prohibition. He says it seemed funny for him to come back home from France and find his old friends talking about a drink in the same tone they might use to talk about smuggled jewelry.

Thus has peace reclaimed the hero of Medeah Farm. The clang of trolley-cars, the roar of the street traffic, reach to his office in the Labor Temple, but it is for him as restful a solitude as the pine forests of the Adirondacks. A hundred days in the line with the Second Division gave him all the glory he wants—he is fed up on thrills.

If you want another insight into the mind of the submerged mighty men of yesterday, suggests the writer, skip across the country to Ann Arbor, Mich., and find Harold A. Furlong in one of the classrooms of the University of Michigan. If you should happen to arrive in Michigan in the college vacation season, you might have to hunt for him on one of those numerous little river or lake islands near Detroit, where everybody up that way goes fishing. His home is in Detroit. But, wherever you find him, he will tell you how it feels to come back from the red-hot days of the Seventy-ninth Division's drives to the halls of a Middle Western University. However,

To understand how he feels, you ought to know what he did to win his medal of honor. A general order recites that in the Bois de Bantheville, on November 1, 1918, Lieutenant Furlong's company of the 353d Infantry was held up by severe machine-gun fire from the front, whereupon Lieutenant Furlong moved out in advance of the line and, crossing an open space under intense fire, got in the rear of the German positions. He closed in on the German guns, one at a time, killing a number of the gunners with his rifle, putting four machine-gun nests out of action, and driving twenty German prisoners into the American lines.

And now he will tell you that the Army was like a rest cure in comparison to the busy, every-day life he found when he got back to Detroit. But he probably will qualify the statement, and say that he is thinking of the days when he was marking time with the Army of Occupation on the Rhine after the Seventy-ninth had finished its hard work.

Moreover, work was monotonous four months after he was discharged. And it was even more monotonous sitting around home and visiting friends and relatives and having to tell over and over again just how it had happened.

The war had given him many new ideas. Getting back into school at the midyear, he took up a preliminary course in medicine, and this autumn he will be enrolled in the Medical College of the University of Michigan.

He says that any other war will have to hurry to catch him, and that the chances are that he'll be handing out C. C.'s to his own side instead of bullets to the enemy. At present, at any rate, the only kind of offensives he is taking part in are classroom ones. The profs. have been surrendering good grades so far. Furlong is going back to France some day to acquire the finishing touches to his medical education.

With a hop at Newark, and a skip at Ann Arbor, you may jump to San Francisco and find a third medal-of-honor man. You would go looking for Philip C. Katz, formerly of the 363d Infantry, Ninety-first Division. You might get some idea of the kind of man Katz is by reading the citation that accompanied the medal of honor he got for doing more than his duty near Eclisfontaine on September 26, 1918. The citation says, in part:

"After his company had withdrawn for a distance of two hundred yards on a line with the units on its flanks, Sergeant Katz learned that one of his comrades had been left wounded in an exposed position at the point from which the withdrawal had taken place. Voluntarily crossing an area swept by heavy machine-gun fire, he advanced to where the wounded soldier lay and carried him to a place of safety."

You would find Katz at his desk in the office of a navigation and coal company. He is a bookkeeper. When he came back from France he took a vacation of one month, and then got a place with a concern which was not the one where he worked before he enlisted. He tells the same kind of a story as practically all ex-soldiers tell of the shift from doing things under order and having everything mapped out for you to the liberty of civilian work.

"I found it hard at first to be confined in an office," he says. "I was restless, and for a month or two found it tough sitting still at a desk. The greatest change was getting back into bed-sheets at night and eating three square home-cooked meals a day. You can write a big capital letter 'NO!' as my answer to the question, 'Am I ever going back to France?'"

Then he will tell you that he is in the shipping business, and that some day he is going to get into the foreign trade. He would like a chance to retaliate on some of the contractors who supplied the stuff which the men overseas had to eat. But he smiles when he tells you that, and you think that the worst vengeance he would exact would be to make a goldfish magnate eat a pint of Columbia River caviar *à la naturelle.*

Little more than a year ago, continues the writer, turning for a moment from personalities to broader considerations of American heroes and heroism, the whole United States was talking about the young man from the mountains of Tennessee who had been described the greatest hero of the war. He had come back from France decorated with the medal of honor, the highest award which his country bestows for gallantry in action. The writer goes on:

> In the columns of description and comment written on this young man's life it was emphasized that he was the product of the high and lonely woodlands—that the strength of the mountains was in him. People took pride in the fact that in the United States there were still places where nature is allowed to mold men of the same hardihood as those who conquered the great West in the pioneering days.
>
> The young man from Tennessee deserved all the laurels he had won. But somehow, in the recitation of the heroism of the young church-deacon and squirrel-hunter of the Tennessee mountains, the people who keep us informed neglected to trace the influence of environment in the cases of the other fifty-four medal-of-honor men who came back from the A. E. F.
>
> What they failed to show was that while the mountains and the plains did produce a good proportion of the A. E. F.'s most distinguished heroes, the metropolis of the nation supplied enough of them to prove unfounded all the early misgivings concerning the fighting qualities of a city-reared generation in a country which had not known a serious war for sixty years.

THREE MEN WHO DID HEROIC DEEDS IN FRANCE.

Sergeant Latham, who won the medal of honor, has just advanced to the altar, with Sergeants Gumpertz and Eggers, also medal-of-honor men, in support. Left to right, those present are Sergeant Gumpertz, Mrs Gumpertz, Mrs. Latham, Sergeant Latham, and Sergeant Eggers.

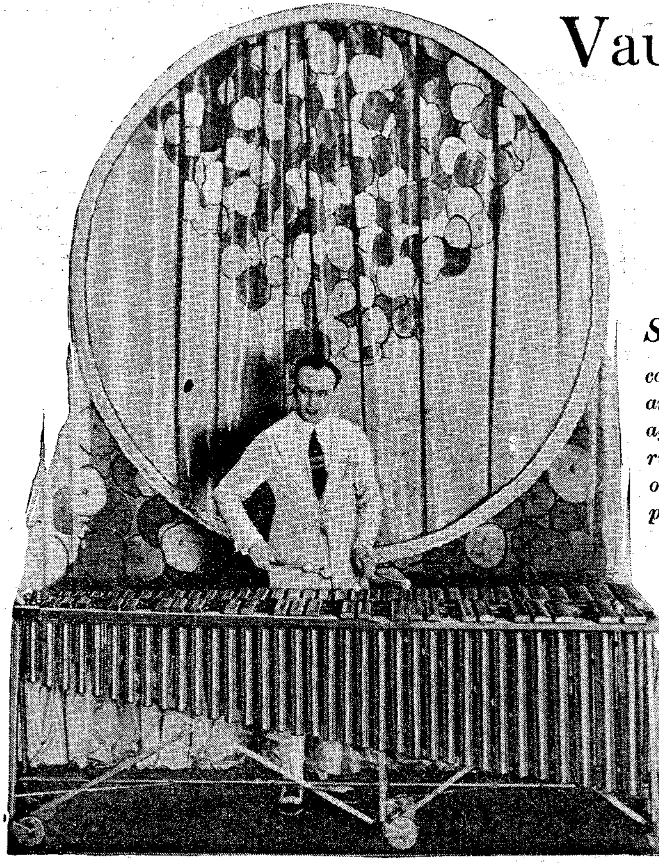
> The war proved that the sky-scraper warrior, accustomed as he had been to elevators, subways, and all the other time- and effort-savers of city life, could become a hero on easy provocation.
>
> These metropolitan heroes are back in civil life now. To find them, you may possibly have to follow a trail which will end in the dizzy rush of an express elevator. It may lead you to a desk on the eighteenth floor of a steel and concrete pill-box. And when you start looking in New York for these returned medal-of-honor men and learn what they are doing now, you will know that cement sidewalks, steam-heat, taxicabs, theaters, and twenty-acre restaurants are not handicaps for potential soldiers.
>
> For instance, in the heart of New York's Forty-second Street theater district is the headquarters of a post of the American Legion which numbers among its members four medal-of-honor men. A single post of the Legion in America's biggest city has nearly one-tenth of all the medal-of-honor men who came back from France. This is the S. Rankin Drew Post, named in honor of the famous actor's son who plunged to death at Montdidier May 19, 1918, after he had driven his airplane headlong into a German machine which he had engaged in battle.
>
> The S. Rankin Drew Post's medal-of-honor members are Alan Louis Eggers and John Cridland Latham, both formerly of the Machine Gun Company of the 107th Infantry, Twenty-seventh Division; Sydney G. Gumpertz, formerly of Company E, 132d Infantry, Thirty-third Division, and Charles F. Hoffman, formerly of the 5th Marines.
>
> Of these men, Eggers and Latham are heroes of the same exploit. The medal was awarded to a third man who had shared in the gallantry of this deed, but he had died on the battle-field while Eggers and Latham were marvelously escaping death, which kept at their elbows for hours. This third man was Thomas Elmore O'Shea.
>
> The story of Latham, Eggers, and O'Shea is one that was duplicated in its earlier chapters in hundreds of companies of the A. E. F. It begins with the friendship of Eggers and O'Shea while both were boys in Summit, N. J. They had belonged to the same boys' gang, attended the same schools, and played in the same back lots.
>
> It was natural that they should find themselves in the same outfit in war. In their machine-gun company they both found a good friend in Latham, who was born of English parents but had lived long in New York City. The three went through their army training together and went side by side when the Twenty-seventh went out to its costly triumph, the breaking of the Hindenburg Line.
>
> It was near Le Catelet, on September 29, 1918, that Sergeant Latham, Sergeant Eggers, and Corporal O'Shea became separated from their platoon by a smoke barrage. The official citation tells what happened:
>
> "Sergeant Eggers, Sergeant Latham, and Corporal O'Shea took cover in a shell-hole well within the enemy's lines. Upon hearing a call for help from an American tank which had become disabled thirty yards from them, the three soldiers left their shelter and started toward the tank, under heavy fire from German machine-guns and trench-mortars. In crossing the fire-swept area Corporal O'Shea was mortally wounded, but his companions, undeterred, proceeded to the tank, rescued a wounded officer and assisted two wounded soldiers to cover in a sap of a nearby trench. Sergeants Eggers and Latham then returned to the tank in the face of a violent fire, dismounted a Hotchkiss gun, and took it back to where the wounded men were, keeping off the enemy all day by the effective use of the gun, and later bringing it, with the wounded men, back to our lines under cover of darkness."
>
> You may find Eggers to-day in a many-storied office-building near Times Square, New York. When he left the army he joined his father's printing and publishing business, which puts out, among other things, adventure books for boys. He is commander of the Summit Post No. 138 of his home town in New Jersey, which has 325 members. The Hotchkiss tank-gun which Eggers and Latham used in the action for which they were decorated has been presented to the town of Summit.
>
> If you had been hunting Latham at the time of the New York flower show last spring, you might have found him at the Grand Central Palace. The veteran of Le Catelet is a landscape gardener, and much of his work may be seen on the terraces at Tarrytown, N. Y., where he has his P. C. at present
>
> Sydney G. Gumpertz, also of the S. Rankin Drew Post, won his medal of honor in the Bois de Forges on September 26, 1917. He was first sergeant of Company E, 132d Infantry, Thirty-third Division. When the advancing line was held up by machine-gun fire, Sergeant Gumpertz left the platoon he commanded and started with two other soldiers through a heavy barrage toward the machine-gun nest. His two comrades soon became casualties from bursting shell, but Gumpertz kept on alone in the face of direct fire from the machine-gun, jumped into the nest, and silenced the gun, capturing nine of the crew.
>
> Gumpertz is now engaged in the real-estate business. He is also one of the founders of the Jewish Legion of Valor.
>
> Charles Hoffman, the fourth medal-of-honor man of the S. Rankin Drew Post, was a gunnery sergeant with the 5th Marines at Belleau Wood. Sergeant Hoffman was the first man of the A. E. F. to win the medal of honor. He won it on the north slope of Hill 142 on June 6, 1918. In charge of a detachment, he was attempting to organize a position when he saw twelve Germans with five light machine-guns crawling toward his group. Giving the alarm, he rushed the advancing Germans, bayoneted the two leaders, and forced the others to flee, abandoning the five guns.
>
> His official citation closes with these words: "His quick action, initiative, and courage drove the enemy from a position from which they could have swept the hill with machine-gun fire and forced the withdrawal of our troops."
>
> Sergeant Hoffman is still in the Marine uniform. At present he is on duty with the Marine Recruiting Service in the East, and stationed in New York City.

"A middle-aged man wearing glasses sits at a desk beside a sky-scraper window in the Wall Street district of New York,"

Vaudeville's Strangest Thrill

Meet Signor Friscoe, xylophone artist extraordinary—and vaudeville's newest purveyor of magic. Meet the New Edison—his chief "magic."

Signor Friscoe found that human ear cannot distinguish between his actual performance and its Re-Creation by the New Edison. This astonishing act is the result. It's going big over the Keith and affiliated vaudeville circuits. Over 500,000 people have seen how:

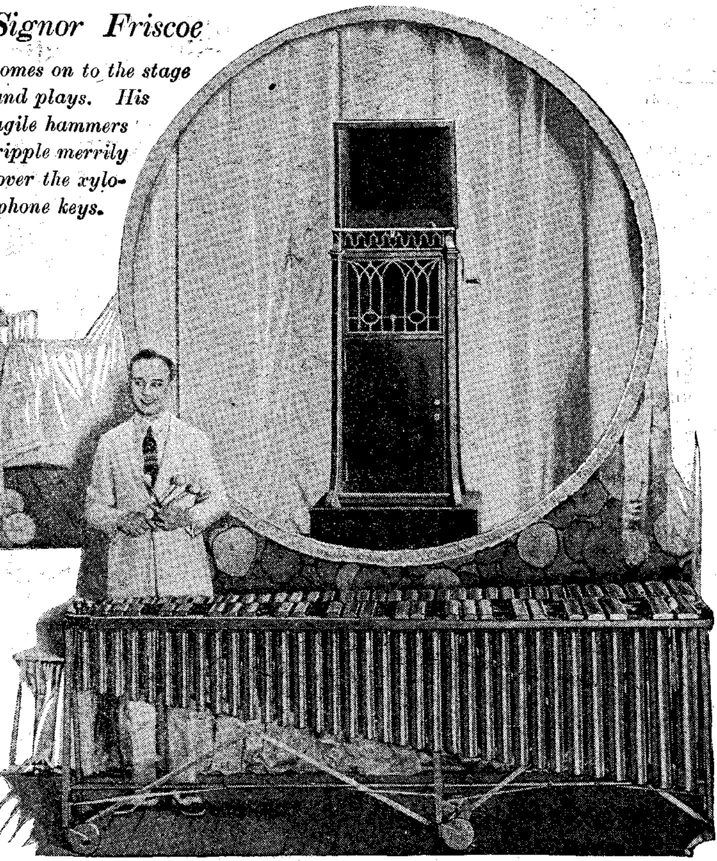


Signor Friscoe

comes on to the stage and plays. His agile hammers ripple merrily over the xylophone keys.

Suddenly

Signor Friscoe holds his hammers poised in mid-air. But his xylophone performance continues—as if some magic influence were at work upon the keys.



Then *the curtains part. The audience gasps. The New Edison stands revealed. It has been matching Signor Friscoe's performance so perfectly that its RE-CREATION could not be distinguished from his original performance.*

Ask them to explain this!

THE absolute realism of the New Edison has been demonstrated by actual comparison with the art of living artists. More than 4,000 comparisons have been given, with more than fifty great artists, before a total of 3,500,000 people.

America's principal newspapers have reviewed these comparisons at length. They have conceded that the New Edison's Re-Creation of an artist's voice, or instrumental performance, cannot be distinguished from the actual singing, or playing, of such artist.

It has been reported to us that over-zealous talking-machine salesmen have stated that the artists imitate the New Edison in these comparisons.

In the first place, it is a physical impossibility for any person to imitate the phonograph in a way to sustain this comparison. In the second place, the artists who make these comparisons are of the first rank, and would not lower themselves to sing, or play, in an unnatural way.

In the third place, the music critics who have witnessed the comparisons could not be deceived by an attempted imitation.

HOWEVER, argument is unnecessary. Signor Friscoe's extraordinary act makes the accusation of "imitation" quite absurd. Every one knows that a xylophone cannot be made to imitate a phonograph so as to deceive its hearers.

Hear Signor Friscoe when he comes to the vaudeville theatre in your town. He is the world's greatest xylophone player. Pay particular attention when he plays in direct comparison with the New Edison's Re-Creation of his xylophone performance.

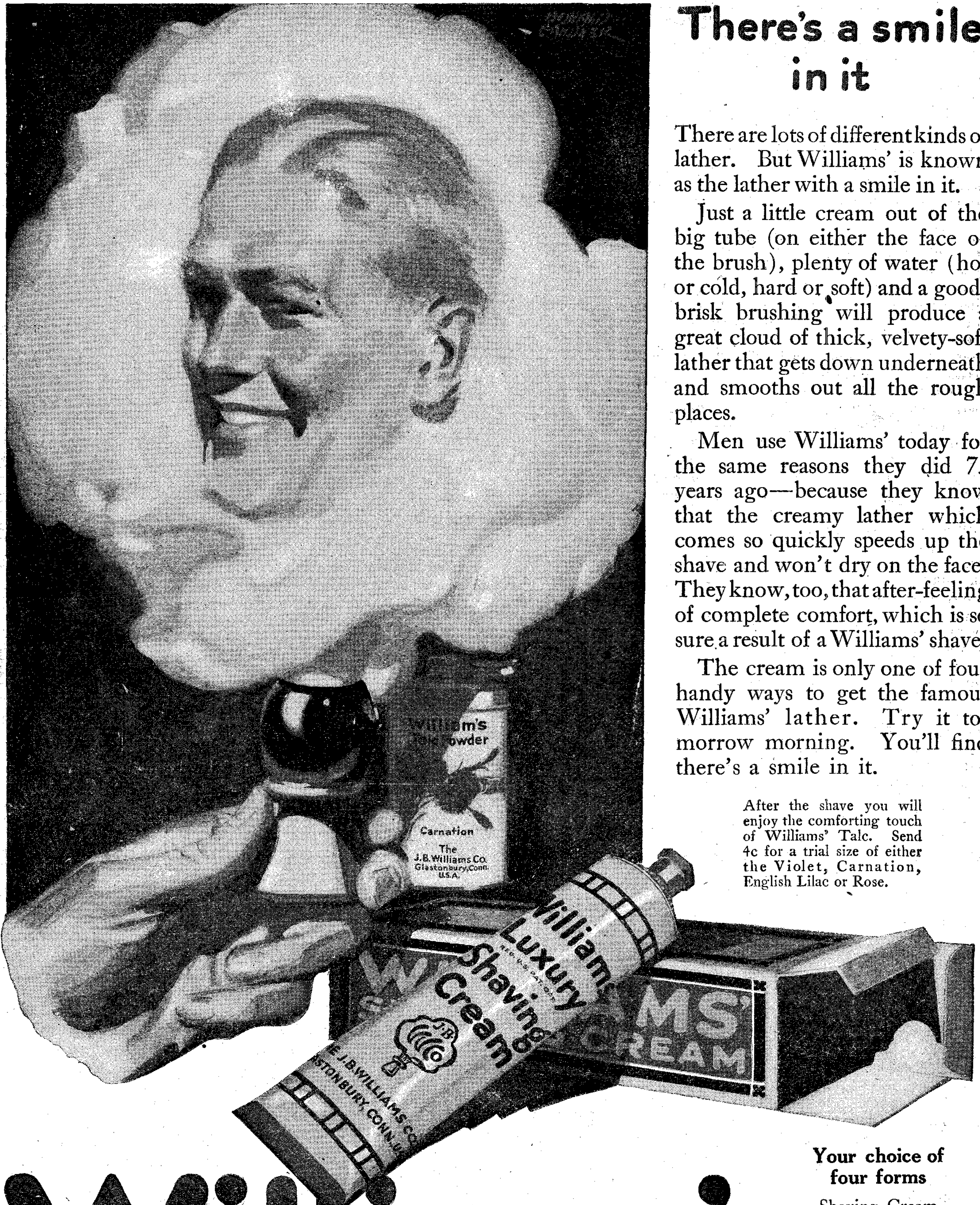
IF anyone suggests to you that the artists imitated the New Edison in the 4,000 comparison tests that have been given by the Edison Laboratories, ask such person to explain Signor Friscoe's act.

Your Edison dealer has a New Edison exactly like that used by Signor Friscoe. Test its supreme realism for yourself in the Realism Test.

The price of the New Edison has increased less than 15% since 1914, including War Tax.

The NEW EDISON
"The Phonograph with a Soul"

Thomas A. Edison, Inc.,
Orange, N. J.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There's a smile in it

There are lots of different kinds of lather. But Williams' is known as the lather with a smile in it.

Just a little cream out of the big tube (on either the face or the brush), plenty of water (hot or cold, hard or soft) and a good, brisk brushing will produce a great cloud of thick, velvety-soft lather that gets down underneath and smooths out all the rough places.

Men use Williams' today for the same reasons they did 75 years ago—because they know that the creamy lather which comes so quickly speeds up the shave and won't dry on the face. They know, too, that after-feeling of complete comfort, which is so sure a result of a Williams' shave.

The cream is only one of four handy ways to get the famous Williams' lather. Try it to-morrow morning. You'll find there's a smile in it.

After the shave you will enjoy the comforting touch of Williams' Talc. Send 4c for a trial size of either the Violet, Carnation, English Lilac or Rose.

Williams'

Shaving Cream

Your choice of four forms

Shaving Cream
Holder-Top Shaving Stick
Shaving Liquid
Shaving Powder

Send 20c in stamps for trial sizes of all four forms, then decide which you prefer. Or send 6c in stamps for any one.

THE J. B. WILLIAMS COMPANY
***Dept. A,* Glastonbury, Conn.**

If you prefer to use a shaving cup, as many still do, ask your dealer for Williams' Mug Shaving Soap or Williams' Barber Soap.

THE J.B. WILLIAMS COMPANY MAKERS ALSO OF *MATINÉE VIOLETS, JERSEY CREAM* AND OTHER TOILET SOAPS, TALC POWDER, DENTAL CREAM ETC

continues the writer, turning to the consideration of other types of war-heroes in their present every-day life. "From far below comes the drone of the street traffic. Over his desk hums an electric fan. The busy clacking of typewriters is heard from an adjoining room. The man at the desk is thoroughly absorbed in a closely typed, many-paged document before him." Here is another picture:

> The lively music of an overture falls away, and the brilliance of the pit and boxes is dimmed to a soft glow as the curtain rises upon one of Broadway's successes of the season. . . . A young man attired in summer clothing—white flannel trousers, blue serge coat, and straw hat—stands beside a garden seat with the air of one who is no stranger in these surroundings. The orchestra will play again, and the young man will sing and he will dance.
>
> In the mountains of Tennessee, a tall, freckled young man with a cropped reddish mustache grasps the handles of a plow at the end of a freshly turned furrow on a sloping field. . . . The breeze brings to him the premonitory fragrance of frying bacon and the steamy smell of new corn pone. The sun is already nearing the rim of the opposite hill, and he decides on one more round of the field. "Haw, there!" he exclaims energetically, lifting the plow for the final furrow.
>
> In a small, simply furnished room of the dormitory of the Virginia Polytechnic Institute at Blacksburg, Va., a young man sits at a desk and studies an open book. The shelves above him are stacked with volumes of varying sizes and thicknesses. Several pennants are crossed on the walls as decorations. . . .
>
> In a New England town a young man alights from a train with a sample case in his hands, gets into the bus at the station, registers at the hotel, goes out and calls at the nearest cigar-counter. "Hello, Joe," is his greeting, with a familiarity that stamps him as a traveling salesman.
>
> Average people, these, you will say. Just ordinary, every-day Americans. Yes, they are, to find them to-day. Just average people—a lawyer, an actor, a farmer, a student, and a traveling salesman. Ordinary every-day Americans they appear —and not one of them probably would be offended if you called him that.
>
> And yet these five are five of America's greatest heroes. They are five of the fifty-four living men who, in the recent war, won the Congressional Medal of Honor, awarded only for surpassing heroism in battle—for heroic acts performed beyond the line of duty. Some of them won fame as well as their country's highest award, while others returned to civilian life almost unnoticed, despite their gallant achievements—for the reason that fame is based upon more factors than bare accomplishment. . . . . . .
>
> The lawyer was the central figure in an episode of the A. E. F.'s fighting which made his name a household word in the autumn of 1918. Who has not heard how Col. Charles W. Whittlesey and his "Lost Battalion" of the 308th Infantry, Seventy-seventh Division, fought for five days in the Forest of Binarville, northwest of Verdun, while the Germans were all about them and pouring a deadly fire into the ravine which they were defending. The tale of the deliverance of this battalion after it had lost half of its five hundred men and had suffered tortures from hunger and thirst occupies a real place in the history of the war.
>
> Mr. Whittlesey has offices at No. 2 Rector Street, New York City. Several weeks ago a prominent New York man disappeared after embarking in a motor-boat for a trip up Long Island Sound. A reward of one thousand dollars was offered for the finding of his body or news of his fate, and New York stirred with reminiscent interest when it read that the reward was offered through Charles W. Whittlesey. The lawyer who had brought back a battalion was engaged in the task of trying to bring back an individual.

Perhaps the military achievement of the actor is not known so widely as that of the lawyer. But when you read the name of Donald M. Call in the cast of "Irene," a musical comedy which has been playing continuously in New York since last winter, try to visualize the picture which the following official citation brings up:

> "Donald M. Call, second lieutenant, Tank Corps. For conspicuous gallantry and intrepidity above and beyond the call of duty in action against the enemy at Varennes, France, September 26, 1918. During an operation against enemy machine-gun nests west of Varennes, Lieutenant Call, then corporal, was in a tank with an officer when half the turret was knocked off by a direct artillery hit. Choked by gas from the high-explosive shell, he left the tank and took shelter in a shell-hole thirty yards away. Seeing that the officer did not follow, and thinking he might be alive, Corporal Call returned to the tank under intense machine-gun and shell fire and carried the officer over a mile under machine-gun and sniper fire to safety."
>
> Call was playing a leading part in "Fair and Warmer" at the time the United States entered the war. He joined the City Club Unit of the American Ambulance Service and sailed for France June 30, 1917. He received a Croix de Guerre with silver star for bravery while serving with the French Army, and joined S. S. U. No. 30 in September, 1918. In the spring of 1918 he joined the Tank Corps and was made a corporal in the 344th Battalion. The officer rescued in the act which won Call his medal of honor was John Wesley Castles, Jr., of New York City.
>
> Two days after his medal-of-honor performance, Call was wounded and spent some weeks in the hospital. He was commissioned in the autumn and took part in the Saint-Mihiel and Argonne offensives. After being sent to the hospital again because of an infection of his old wound, he returned to the States as a casual.
>
> After his discharge, Call joined the Henry Jewett Players in Boston for the full season there. He then took a part in "Martinique" before joining "Irene." Call was married soon after his return from France.
>
> The A. E. F. exploit of the Tennessee plowman won for him the title of "the greatest hero of the war." Of course he would be a rash man who should seriously attempt to make the distinctions on which such a title might be claimed, but Sergeant Alvin York, of Pall Mall, Tenn., happened to ride into a fuller fame than most of his brother medal-of-honor men because an American magazine writer gave to the world the story of his deed at the moment when the public was seeking just such a war-idol. After the publication of the article, Sergeant York returned to the United States and found himself undeniably famous.
>
> The country's imagination was stirred by the narrative of a Tennessee squirrel-hunting deacon who captured one hundred and thirty-two German prisoners almost single-handed at Châtel Chehery, on the edge of the Argonne.
>
> But the adulation of half of the cities on the Eastern seaboard did not turn the mind of Alvin York from his mountain home. He returned to his native cabin, and, aside from work, he has undertaken to improve the schools of the mountain districts, he has been content to harvest the crops from his sloping fields, preferring this to gathering the dollars which were offered him to appear in vaudeville and motion-pictures. He is not city broken, and he does not wish to be. He is married now. It happens also that he is a colonel on the staff of the Governor of his State. So it is not likely he will do any more roaming for a while.
>
> The college student of Blacksburg, Va., is Earl D. Gregory. He received the medal of honor for an act of bravery which saved the lives of scores of his comrades of the 116th Infantry, Twenty-ninth Division. In the Bois de Consenvoye, north of Verdun, on October 8, 1918, the advance of his regiment was held up by fire from a German machine-gun nest. Sergeant Gregory took his rifle and a trench-mortar shell and started out alone. He used the trench-motar shell as a hand-grenade, and at the point of his rifle captured three Germans with their machine-gun. He kept on, and a few moments later captured a 7.5-centimeter mountain howitzer. Then he entered a dugout and captured nineteen prisoners.
>
> Sergeant Gregory returned to his old home at Chase City, Va., after being discharged from the Army. Then he reentered the Polytechnic Institute at Blacksburg to finish the four-year course in electrical engineering he had begun before the war. . . . . . .
>
> The world probably would not recognize the name of Benjamin Kaufman, the traveling cigar salesman, as that of one of America's greatest heroes. And yet, Sergeant Kaufman, of Company K, 308th Infantry, Seventy-seventh Division, wrote a lively little chapter in the war all by himself on October 4 on the edge of the Argonne Forest.
>
> His exploit was similar to that of Sergeant Gregory. When an enemy machine-gun held up the advance, Kaufman led a patrol which set out to silence it. He became separated from his patrol, and a machine-gun bullet shattered his right arm. He did not stop, but began tossing grenades with his left arm. Then he charged the enemy position with an empty pistol, scattered the crew, and brought the gun and one prisoner back to a dressing-station.
>
> Sergeant Kaufman's first after-the-war job was managing a Wall Street messenger service. Then, with his brother, he opened a cigar-store in Brooklyn, and now he divides his time between this store and traveling through Eastern States with his sample case. Now and again he is hailed by a war-veteran who does know what his lapel rosette stands for, but over most of his route he is still a hero-incognito. For a hero, unlike a good cigar, is not recognizable by the wrapper and the band.

JAPAN'S CLAIM ON SAGHALIEN THROUGH A MASSACRE AND "A DAUNTLESS JAPANESE ADVENTURER"

THE DISCOVERY that there is an island named Saghalien over somewhere near Japan came with something of a shock to most Americans a few weeks ago, when it was announced that Japan threatened to annex it, and the United States Government had protested. Japan now owns half of the island, and has had her eye on the rest of it for such a long time that the recent occupation came to the people of the Flowery Kingdom as the fulfilment of a cherished desire. The immediate cause of the occupation was a massacre of the Japanese inhabitants of Nikolaievsk, from which, according to one account, only one Japanese escaped alive, but back of the massacre is a historical grievance. Saghalien, since the visit of a Japanese explorer a hundred years ago, has played between Russia and Japan much the same part that Alsace-Lorraine played between Germany and France. The United States State Department is far from regarding Japan's claim as equal to France's, but the people of Japan, we are informed from Japanese sources, are so thoroughly excited by the recent massacre that, for the first time in history, they are really dictating the Government's aggressive military policy. Whether this is true, or merely clever propaganda, the press of Japan have been carrying accounts of the recent troubles sufficiently vivid to stir Japanese resentment. *The North China Standard* says, under the date-line of Tokyo, June 24:

Photo by Adachi.

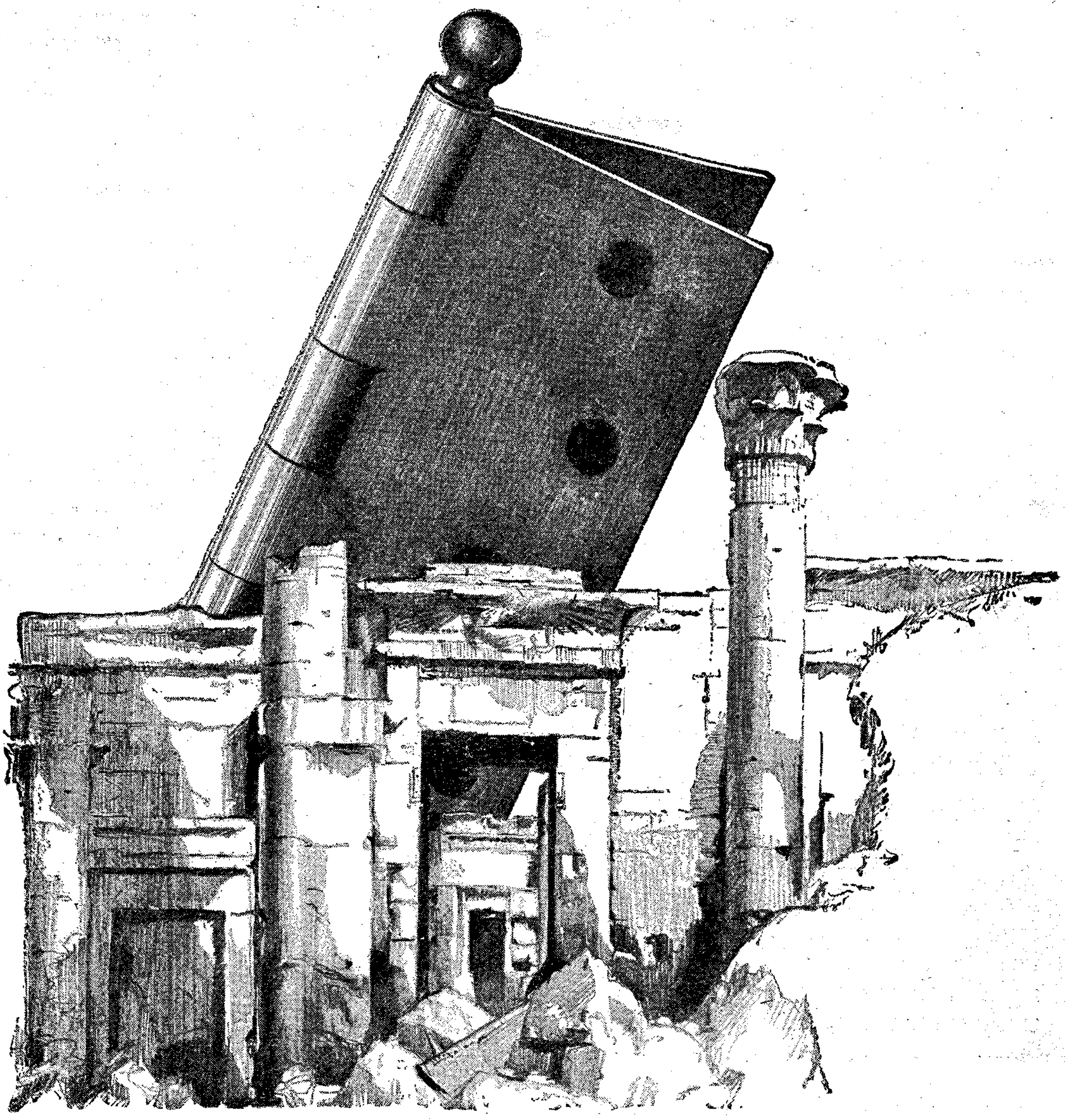
JAPAN CALLS HIM A "RED CHIEF OF MURDERERS."

Reclining on the couch in the white shirt is Triapitsin, the young Bolshevik whom some Japanese accounts credit with leading the anti-Japanese forces in the Nikolaievsk massacre. The woman seated next to him is his chief of staff. Other Japanese authorities credit other leaders, and even assert that the "massacre" represented merely an uprising of the Russian population against the aggressions of the Japanese. At any rate, popular opinion in Japan has been so inflamed by lurid newspaper accounts that, it is said, for the first time in history the Japanese common people are dictating a military policy of aggression and annexation.

> The vernacular press declare that there is one Japanese who escaped from Nikolaievsk when the Partizans attacked the Japanese there. His name is Masao Inouye, aged sixty-two, and has just arrived at Moji. In Nikolaievsk, Masao Inouye was engaged in the fur trade.
>
> According to this man, says *Kokusai*, the situation in Nikolaievsk underwent a sudden change for the worse about the middle of February. "I then advised the Vice-Consul to remove the Japanese civilians to some place of safety," declared Mr. Inouye to representatives of the vernacular press, "but he decided that such a course of action was not compatible with national honor.
>
> "There were three thousand houses, more or less, in Nikolaievsk. Of the inhabitants, who numbered twenty thousand, Japanese civilians totaled three hundred and fifty, two-thirds of whom were laborers. The Chinese laborers numbered about one thousand and the Koreans about five hundred.
>
> "The Partizans—this name in Russian means 'Independent Warriors'—were led by an old woman named Landart. She is said to have been a political exile who had been deported to Saghalien during the monarchical régime. Landart once paid me a visit, and was then drest in military uniform.
>
> "On March 2 there was a rumor that the Japanese Consulate had been set on fire. On the following day there were notices posted on every telegraph-pole that the Japanese should be massacred. On the evening of March 11 I felt a peculiar presentiment that some abnormal danger was threatening, and left Nikolaievsk for the Galisim mine, which is situated about ten *ri* northwest of the Amur River and which I owned. When I arrived there I found none of my employees. I at once concluded that something extraordinary had occurred and hurried back to Nikolaievsk. The town was already in a state of pandemonium when I reached it. Fires had been started in the northwestern part of the town and these spread with alarming rapidity. The Partizans threw a bucket of oil into each house, and this aided the flames to spread like wildfire.
>
> "There were two companies of Japanese troops, but these could not protect the residents, as they had to defend the Consulate. The naval force was also unable to render any assistance, because the river mouth had been blocked up.
>
> "When I arrived at my own house, which was still intact, I found my wife and children in dreadful fear; they had hidden themselves underneath the wooden floor. I told them to prepare for instant flight, and while they were getting busy a Russian, with a drawn sword in his hand, entered and asked me if I had any canned provisions. I told him that he was welcome to whatever was in the house. We were left unmolested, but before we had proceeded for a distance a group of Russian machine-gunners fired at us. My wife and children were struck and dropt dead. I sustained a slight wound in the left arm, but managed to account for two Russians with my revolver. Then, like a wounded bear, I rushed into the thick of the smoke, and fled for safety. On the way I often stumbled over heaps of dead and wounded. Some of these latter begged me to take them away, but that was not possible. About a mile out of town I saw the dead body of a Japanese girl, about fifteen years of age, hanging from a tree. I crept closer to it and saw that she had been stabbed in several places. The body was completely naked.
>
> "As I was more concerned with my own safety, I could not waste time noting other outrages. After many weary miles across woods and streams, I met a Russian leading a horse. I offered him my gold watch in exchange for the animal. The offer was accepted, and after a journey of thirty-six days I managed to reach Harbin safely."

Saghalien and the Maritime Province, which have gained sudden prominence on account of the massacre of the Japanese at Nikolaievsk (which is situated in the Maritime Province, near the northern end of the island), have been closely related with the modern history of Japan, says *The Standard* elsewhere. It is with a deep impression that the Japanese read the report that the Japanese contingent which was sent to the Maritime Province to protect the Japanese residents has incidentally traced the very paths which one hundred and eleven years ago were first followed by Rinzo Mamiya, the Japanese adventurer of dauntless courage and keen foresight. As the story goes:

> Rinzo Mamiya was the only explorer who succeeded in furnishing full, accurate information concerning Saghalien Island, known to the Japanese as Karafuto. Prior to this, the great French explorer, Mr. Jean La Pérouse, who went over the Sea of Japan at the end of the eighteenth century, and Baron von Krusenstern, who crossed the Far-Eastern waters early in the nineteenth century, left records of being both pioneers in the exploring of this part of the world. These two, however, believed Saghalien to be a part of Siberia, and the Japanese at that time also believed the island was a peninsula. Even so high an authority on the northern region as Juzo Kondo held the same belief.
>
> Four years after the great exploration by Krusenstern, Rinzo Mamiya discovered Saghalien to be an independent island, and the strait was named Mamiya Strait in his honor. (It is also known as Tatar Strait.) Rinzo Mamiya at that time traveled to Siberia alone and proved Saghalien to be an island. The point where he landed on the Siberian side was Dekastri Bay, where the Japanese contingent on May 14 effected a landing



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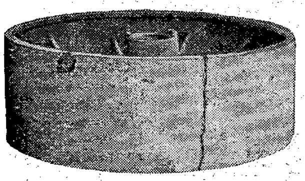
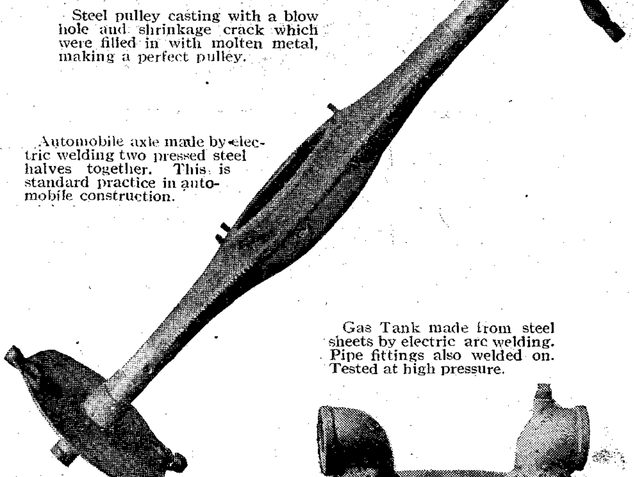
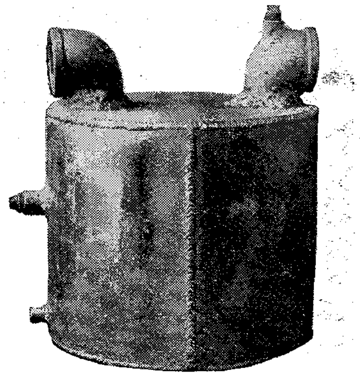


Steel pulley casting with a blow hole and shrinkage crack which were filled in with molten metal, making a perfect pulley.



Automobile axle made by electric welding two pressed steel halves together. This is standard practice in automobile construction.

Gas Tank made from steel sheets by electric arc welding. Pipe fittings also welded on. Tested at high pressure.



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under the cover of the guns of the Japanese Navy. Mamiya then traveled by land, and after crossing Lake Kiji, went up the Amur River and reached Delen, where he met Chinese officials and made personal observations on the trade conditions.

On his way back he proceeded down the Amur River, passed through what is known as Nikolaievsk (which has now become notorious), crossed Mamiya Strait, kept traveling southward along the west coast of Saghalien and arrived at Soya. He practically traveled by the same route as that followed by the Japanese troops.

Saghalien at that time was assuredly within the sphere of the Japanese Empire. Its name Karafuto was adopted to express close relations with the Chinese, who made frequent trips there. At the beginning of the nineteenth century, however, Russia began paying attention to this direction, and as the first attempt of her armed aggression wrested the Maritime Province from China in 1860.

In 1876, on a flimsy pretext, Russia effected a forced exchange of Saghalien with the insignificant Chishima Islands, and took away from Japan this island of Karafuto, almost limitless in natural wealth. The national indignation of the Japanese reached the highest pitch at this international highway robbery, but Japan then had just completed the Restoration and was in no position to offer substantial resistance and was compelled to submit to the outrage.

In the war with Russia Japan was able to regain the southern half of Saghalien as a result of the Portsmouth Treaty. The Japanese plenipotentiaries at Portsmouth, from a historical point of view, demanded the concession of the whole island, but did not succeed, and the bitter feeling with which the conclusion of the Russo-Japanese war was accepted is still fresh in the minds of the Japanese.

Saghalien was thus first discovered by a Japanese adventurer, was duly a Japanese territory, but was wrested by Russia by sheer force, and it is only natural that no Japanese could ever look at the island as foreign territory.

Furthermore, the town of Nikolaievsk, where the Russians massacred the defenseless Japanese, was a wild piece of land till thirty years ago, when the Japanese arrived and began fishing. They also taught the Russians the methods of fishing, and, after having passed through untold difficulties and hardships, have built up what has become a prosperous town. But the fruits of their patience and toil have been turned into ashes by the merciless hands of the Partizans. The Japanese residents and their property have been totally destroyed in a manner which challenges the wanton destruction of lives and property in northern France by the invading Germans.

The *Hochi Shimbun*, commenting on the historical relations between Karafuto and Japan, of which the foregoing is a translation of its principal parts, concludes as follows:

"We do not propose to advocate a policy of aggression against the spirit of the times. But, considering the whole problem from its historical view-point and weighing from the present-day facts, we can not think of conceding a single step in claiming the rights which we have already obtained and in upholding our national prestige. This is the time the Japanese should rise to a man."

A considerably different view of the "massacre" is taken by *The Japan Weekly Chronicle*, a newspaper published by English Liberals in Kobe, Japan. This statement of the case, which puts the blame squarely up to the aggressions of Japanese military forces, does not make as exciting reading as does the account from Japanese proannexation sources, but it has the advantage of having been written considerably later. According to *The Chronicle:*

Massacres are to be estimated not by their magnitude, but by their circumstances. There is more indignation over the killing of a Captain Fryatt than over the greatest military disaster with all its attendant murders and treacheries. So, in the case of the affair at Nikolaievsk, we have to examine the circumstances and judge from them what justification there is for the attempt now being made to inflame the minds of the Japanese nation and carry them forward on an irresistible wave of desire for revenge. The statement made by General Tanaka, in reply to two leading members of the Kenseikai, does not provide a full record of the facts, but it supplies some very interesting data. When the Siberian expedition was first launched it was understood that it should consist of only 7,000 men from the Japanese, American, and British armies, who were to land at Vladivostok, secure the military stores there, and rescue the Czechs. Under the Sino-Japanese military agreement a great expedition was dispatched over the South Manchurian Railway to Chita, and a smaller expedition, apparently on no arrangement at all, to Nikolaievsk, where there were a certain number of Japanese fishermen and petty traders, and which was, incidentally, an important strategic point. It was a very rash proceeding, for, as General Tanaka himself admits, it would only secure the safety of the Japanese in Nikolaievsk so long as that safety was not threatened. However, so long as Nikolaievsk was under the control of Klochakist troops all was well. It has to be remembered in estimating the responsibility for all collisions between Japanese and Russians in Siberia that ever since the Japanese expedition was sent into Russia it has been actively making war on the Bolsheviki, altho official denials have been repeatedly issued that Japan was interfering in any way with Russia's internal affairs or had any interest in the form of government set up. Along with these professions of neutrality are published reports of battles in which the Bolsheviki are always spoken of as "the enemy," the only difference between this and a regular war being that, so long as Kolchak's or Semenoff's followers would fight for themselves or could get Czechs or Poles to fight for them, the Japanese troops did comparatively little fighting. Yet they have fought very often, the reports generally recording that they were attacked by the "Reds," whom, such was the consummate skill of the Japanese tacticians, they generally managed to hold, and ultimately to surround and decimate, without losing a man.

Photo by Adachi.

AFTER THE "MASSACRE" AT NIKOLAIEVSK.

Following a fight in the city, the Japanese garrison and some of the population retired to the consulate, which the townspeople attacked and burned. The Japanese consul was among those who perished there. The ruins of the consulate are shown in the possession of the Japanese troops now on the spot to enforce Japan's policy of annexation.

These circumstances have to be borne in mind in considering the position of the Japanese outposts after Kolchak finally disappeared from the scene, and the whole country, exasperated by the barbarities of his men and the robberies and outrages of the Cossack chieftains, rose against the attempt to set up a reactionary government. It must also be remembered that in the early days of the expedition the Japanese troops had complaisantly surrounded and annihilated certain villages which, the Kolchakistas informed them, were the hiding-places of dangerous Bolsheviki—a procedure which was checked mainly by the protests of the Americans against such massacres. It has also to be remembered that, from a military point of view, the most ghastly ignorance and incompetence were displayed by the Japanese staff. General Tanaka himself confesses that the War Office believed that Admiral Kolchak's wretched army could succeed in its egregious enterprise. Such a hopelessly incompetent judgment on the part of experienced military men could only be explained on the supposition that the staff really believed the official proclamations that the Russian people regarded Kolchak as a savior and that they were all deeply grateful to the Japanese. The truth was plain before the expedition was a month old that Kolchakistas and Japanese

> competed for the hatred of the whole population. Yet the War Office did not begin to understand it even after the Czechs confessed that they had been deceived and refused to fight any more. So incapable were the Japanese staff of understanding the situation that it came at last both in Vladivostok and Hailar to fighting against the Czechs whom they had set out to rescue. Nor was this all, for the top-heavy Japanese expedition was so far in excess of all requirements that its presence on the Siberian Railway, with its multitudinous needs and its monopolization of the telegraph and railway services to fulfil those needs, prevented Kolchak from getting the supplies that he required. Its policy was so insensate that, while it was always ready to exacerbate the feelings of the people by massacring villagers supposed to be Bolsheviki, it could not allow the peace to be broken by Kolchak's own men, and its prevention of the disciplinary measures which Kolchak had ordered to be taken against Semenoff precipitated the downfall of the unhappy Admiral, who is said, before his death, to have cursed bitterly the day when he believed that foreign intervention would assist him to recover Russia.

These were the conditions when the revolt throughout Siberia against Kolchak and all his works brought into being new provisional governments and provisional defense corps. Nevertheless:

> General Tanaka believed that the Japanese in Nikolaievsk must be safe, not because of their own strength, but because of the stanchness of an officer under Rozanoff. He thought that an underling of Rozanoff's could protect the Japanese in Nikolaievsk when the Japanese could not protect Rozanoff in Vladivostok. Yet there is no reason to believe that the Japanese would have come to any harm had they only been reasonably cautious, for the Russians (it may be merely from policy) have exercised much forbearance. In Habarovsk and in Nikolsk there were battles in which large numbers of Russians were killed, owing to the Japanese forces insisting upon having sole control of the wireless stations at a time when the revolutionaries were struggling to maintain some sort of coordination and prevent the country from sinking into chaos. The Russians allowed the Japanese to use the apparatus for certain hours each day, but this was not enough; the military commanders must needs have control of communications all the time. General Tanaka himself quotes the messages transmitted by the Habarovsk station during the last days of February—messages which seem to be quite in order, and comments: "Seeing that these messages were dispatched through the enemy's organs of communication, there was, of course, suspicion that they were part of the enemy's deceitful tactics." He does not give the least hint of any evidence that any deceitful tactics were practised, but it was through fear that it might be so that the Japanese made a *coup* throughout the province which resulted in severe fighting and many needless deaths. Indeed, it is not a little remarkable that the Russians allowed the Japanese to use their wireless apparatus even while the Japanese were pursuing hostile operations against them. This is shown by the telegram from Nikolaievsk on February 25 stating that, in accordance with instructions, the hostile operations of both the military and naval contingents had been discontinued and that everybody was safe. Thereafter, according to the accounts published, there were several collisions between Japanese and Russian troops in spite of these orders, and at length the Russians demanded that the Japanese surrender their arms. The accounts of what happened thereafter are confused. One of the published accounts states that the Japanese, attacking the Russian quarters, managed to capture a considerable amount of ammunition. Soon they were fighting for their lives in the Consulate, where they had collected the whole Japanese population. It was very heroic, but nobody ever doubted that the Japanese would fight desperately for their lives. The question was whether it was either wise or necessary. Certainly, up to this point there had been no reason to believe that the Russians would have taken any stern measures against the Japanese had the Japanese been less truculent. In Alexandrovsk, where the Japanese were actually in a small minority but had a war-ship at their backs, the Russian commandant was complimented on his good sense when he obeyed the Japanese summons to surrender all arms so as to prevent collisions. It is clearly impossible for the Japanese to maintain that it is right for Russians to surrender their arms but wrong for Japanese.

With regard to the actual details of the "massacre" there seems to be much doubt, according to the *Chronicle* writer. At first it was stated that the whole company in the Consulate had perished, with the exception of a few children and badly wounded men. Afterward it was said that there were 130 who surrendered—nothing being mentioned about women and children. These 130 are said to have been treated with the utmost severity. One story had it that at last they all assembled at the Consulate again and perished to a man amid the flames of the building, but this was manifestly a *rechauffé* of the first tragedy. The version which has gained credence is that—

> They were all kept in prison until May 24, when, on the eve of the capture of the city by the Japanese troops, they were all put to death. Some accounts state that the prison was burned and that they perished in the flames, and there are even indignant denials of alleged Russian reports that they set fire to the prison themselves. The tales of the dying messages written in blood on the walls exhorting Japan to remember May 24 may be dismissed as apocryphal. They are inconsistent with the unexpectedness of the alleged final butchery. As for the diaries, they, too, are difficult to account for if their contents are anything like what they have been described as being, and it is, perhaps, significant that the War Office, which has not been backward in its attempts to stir up popular excitement, refrains, on motives of "high policy," from publishing them.
>
> Meanwhile, the affair is being used as a means of stirring up the public to a willingness to go on, and more thoroughly, with a war that has hitherto been highly unpopular. To aid in this propaganda, it is alleged that the Chinese gunboats fired on the Japanese, and *Kokusai* gives it out semiofficially that Chinese and Koreans joined in the work of massacre. The accounts of the work of the Chinese gunboats disagree, some describing them as lying in the mouth of the river (which incidentally would be far out of range), and others as being above Nikolaievsk. Men in the most exalted positions have not been above expressing surprized indignation that the Japanese people are not more stirred up by the affair. Even a high court official expresses regret that the people of the land of Yamato put up tamely with such a national insult. We are semiofficially informed that "it is now ascertained that all information which reached Vladivostok on the outbreak of the affair was manipulated by the Bolsheviki for their own convenience. The Bolsheviki have put an ineffaceable blot on the history of Russian revolutionary history (*sic*), and it is no wonder that Japan has dispatched an expedition to Nikolaievsk." Marquis Okuma takes very little stock in the only massacre that really calls for indignation—that, as it is alleged, of the prisoners. He regards the attack on the consulate, which the foolhardy policy of the military men brought on their countrymen, as the important matter, and says that a Japanese expedition should have occupied the place immediately after that—disregarding the physical impossibility of getting there. But tho he hits out both at the civilian members of the Government and the militarists, his words are all toward an encouragement of aggression and revenge. Meanwhile meetings of all kinds are organized day after day, and nothing that can be done is left undone in order to inflame popular hatred against the Russians. All feel that they are playing with a two-edged weapon, for the civilians try to blame the militarists and the militarists blame the civilians. Both try to divert popular resentment from themselves, and the sins of the Bolsheviki or Partizans are magnified. The press are being manipulated in the usual fashion, and its sudden unanimity after a period of general indifference indicates the inspired character of its wrath. So far the success of the agitation has not been overwhelming, in spite of descending even to such devices as publishing the poetical prayers for vengeance supposed to be composed by Consul Ishida's little daughter (surely the lowest depth of propagandist immorality!), but if it suffices to get the extraordinary session of the Diet to approve of the expedition, and serves as a *ballon d'essai* to prove the indifference of the Powers to unlimited action in Siberia, the end will be gained.

According to an official Japanese report of the massacre and of the conditions at Nikolaievsk, when Japanese troops reconquered the city, not a single Jap was found alive out of a population which had consisted of 330 garrison troops, 40 naval men, and 350 civil residents. This same report concludes with a reference to the sad plight of the Russian townspeople, who, before the fight which destroyed a part of the city, numbered some twenty thousand. The Japanese authorities make a distinction between the Russian inhabitants, who so largely outnumber the Japanese immigrants, and the Bolsheviki, who had been held responsible for the recent trouble. The report, as printed in *The Japan Advertiser*, says:

> "After the landing of the (Japanese) contingents at the port, the Russian people who had until then been hiding in the mountains returned to seek protection from the Japanese troops. Houseless and indeed homeless, their miserable condition defies description."

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Then there's the Coonse & Caylor Ice Co. of Indianapolis, who installed L-C Stokers eight years ago. They say, "We are saving 30% in fuel, over the stokers previously used—we have no more trouble with the fireman problem—and our stoker upkeep is practically nothing. We use the cheapest grade of screenings, and our steam pressure does not vary two pounds in 24 hours."

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"Our Laclede-Christy Stokers cause us no more trouble than the factory clock," is the terse but meaty expression of the Michigan Sugar Co., Saginaw, Mich.

Back in 1906 the Des Loge Con. Lead Co., Des Loge, Mo., made careful tests to determine the efficiency of their L-C Stokers. These tests showed a saving in fuel tonnage of 12%, and an additional saving of 15% through the use of a cheaper grade of coal. Think of the money they have saved all these years.

Oscar F. Mayer & Bro., the well-known meat product manufacturers of Chicago, are particularly enthusiastic about the construction features of the L-C Stoker. They say, "It is built with great margin of strength, and its life should be that of the boiler itself, or about 25 years."

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These well-known concerns have recently purchased Laclede-Christy Stokers: Armour and Company, Procter and Gamble, International Harvester Co., Certain-teed Products Corp., Link Belt Co., Canadian Pacific R. R.

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MR. WILSON UNDER THE SCRUTINY OF A PSYCHOLOGIST

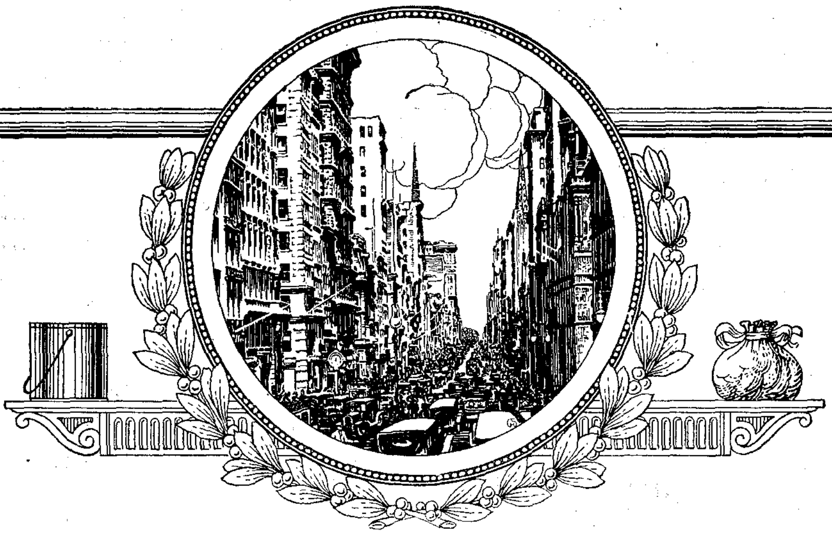
A RATIOCINATIVE, excogitative, inventive, and constructive man may make a pretty good President of the United States and pull the country safely through many dire calamities, and yet the people won't love him if he isn't the sort of person they can slap on the back and affectionately call by his first name, preferably diminutized. An illustration of the truth of this profound remark is furnished by the case of President Wilson, in the opinion of at least one authority, Joseph Collins, M.D., who has made an analysis of the President's psychology, and has come to the conclusion that the reason so many people have no use for him, in spite of his many claims to greatness, is that Mr. Wilson himself has no great love for anybody. "He has the mind of a Jove but the heart of a batrachian," is the way the doctor puts it. Dr. Collins is a New York neurologist and the author of a number of treatises on subjects in his line. As to what investigations he has conducted to obtain the data for this article on the Presidential psychology we are not informed. In his discussion of the dislike some Americans have for Mr. Wilson, the writer confesses that this attitude is incomprehensible to him. Woodrow Wilson, "the man who was accorded higher esteem in Europe than was ever vouchsafed mortal man," was the only statesman with a plan which, put in operation, ended the war; he was a leader in formulating the peace terms, and he has been the most insistent advocate of a covenant whose enforcement would make for perpetual peace, says Dr. Collins, and yet the only thanks he gets from a lot of Americans is abuse. We are told that they twit him with having been "too proud to fight" in 1916, but keen to fight in 1917; that they accuse him of having secured his election under the slogan, "He kept us out of war," and then of having "thrust" the country into war; that they call him a Socialist and a Bolshevik, and also say he is afflicted with Hebrewphilia and popophobia; they charge him with having pilfered his idea of a League of Nations from Duke de Sully, and his Fourteen Points from the doctrines of Mazzini. Dr. Collins makes it clear that so far as he himself is concerned he finds that Mr. Wilson has, in truth and in fact, been a great President. He characterizes as "the only miracle of modern times" the manner in which Wilson, his cabinet, and his aids handled the war-situation, and pooh-poohs assertions that the President's policy was vacillating, the meetings of his cabinet a farce, and its members pigmies chosen mainly so their chief might have his own way. Dr. Collins, writing in the prominently anti-Wilson *North American Review*, asserts that the President is a practical idealist:

> He is the kind of idealist who destroyed the Democratic machine in the State of New Jersey which had been the synonym for corruption in politics for a generation; the kind of idealist who put through the Underwood Tariff Bill, which, at one stroke, did more to strangle the unnatural mother of privilege than any measure in the past twenty years; the kind of idealist who a few months ago when the transport system of the entire country threatened to be hopelessly paralyzed by reason of the determination of the railway magnates to refuse the demands of locomotive engineers that their working-day should consist of eight hours, sent for representatives of the plutocrats and the proletariat and told what they were to do and when they were to do it, and the whole civilized world approved. He is the idealist who has done more to make our Government a Republican Government representative of the people and not of the party bosses than any one in the memory of man. He is the idealist who is a scholar, a thinker, a statesman, a creator, an administrator, and a man of vision. More than that, he is an efficiency expert in the realm of world-ordering.

Nevertheless, the President is hated in some quarters, and it is the doctor's purpose in his analysis of the Wilsonian psychology to show why part of the public is resentful against this man in whose wisdom it professes to have no confidence, notwithstanding "the fact that up to date he has displayed more wisdom than all the solons in America combined." The fact is, we are told, Mr. Wilson is disliked for emotional, not intellectual, reasons. The writer elucidates:

> Woodrow Wilson does not love his fellow men. He loves them in the abstract, but not in the flesh. He is concerned with their fate, their destiny, their travail *en masse*, but the predicaments, perplexities, and prostrations of the individual or groups of individuals make no appeal to him. He does not refresh his soul by bathing it daily in the milk of human kindness. He says with his lips that he loves his fellow men, but there is no accompanying emotional glow, none of the somatic or spiritual accompaniments which are the normal *ancillæ* of love's display. Hence he does not respect their convictions when they are opposed to his own, he does not value their counsels. His determination to put things through in the way he has convinced himself they should be put through is not susceptible to change from influences that originate without his own mind. . . . . . .
>
> In contact with people he gives himself the air of listening with deference, and indeed of being beholden to judgment and opinion, but in reality it is an artifice which he puts off when he returns to the dispensing center of the word and of the law just as he puts off his gloves and his hat. Nothing is so illustrative of this unwillingness to heed counsel emanating from authority and given wholly for his benefit as his conduct toward his physician during the trip around the country in September, 1919. The newspaper representatives who accompanied him say that he often had severe and protracted headache, was often nervous and irritable, sometimes dizzy, and always looked ill. These symptoms, conjoined with the fact that for a long time he had high blood pressure, were danger signals which no physician would dare neglect. It is legitimate to infer that his physician apprised him and counseled him accordingly. Despite it he persisted until nature exacted the penalty and by so doing jeopardized his own life and the equilibrium of affairs of the country. Indeed, obstinacy is one of his most conspicuous characteristics.
>
> The President attempts to mask with facial urbanity and a smile in verbal contact with people and with the subjunctive mood in written contact his third most deforming defect of character, namely, his inability to enter into a contest of any sort in which there is strife without revealing his true nature, that is, his emotional frigidity, his lack of love for his fellow men.
>
> They explain why he did not win out to a larger degree in Paris and why he did not win out with Congress. When he attempts to play this game his artificed civility, cordiality, amiability are so discordant with the real man that they become as offensive as affectations of manner or speech always are, and instead of placating the individual toward whom they are manifest, or facilitating a *modus vivendi*, they offend him and make *rapport* with him impossible.
>
> Probably nothing would strike Mr. Wilson's family and intimates as so wholly untrue as the statement that he is cruel, yet nevertheless I feel convinced that there is much latent cruelty in his make-up, and every now and then he is powerless to inhibit it. He was undoubtedly wholly within his rights in dismissing Mr. Lansing from his cabinet, but the way he did it constituted the refinement of cruelty. He may have had a contempt for Lansing because the Secretary had not insisted on playing first fiddle in Mr. Wilson's orchestra, the part for which he was engaged, but that did not justify Mr. Wilson in flaying him publicly because he attempted to keep the orchestra together and tuned up, as it were, during Mr. Wilson's illness.
>
> Selfishness is another conspicuous deforming trait of the President. He is more selfish than cruel. Undoubtedly his friends can point to many acts of generosity that deny the allegation. Some of the most selfish people in the world give freely of their counsel, money, and time. Selfishness and miserliness are not interchangeable terms. Mr. Wilson is the apotheosis of selfishness because he puts his decisions and determinations above those of any or all others. It matters not who the others may be. Until some one comes forward to show that he has ever been known to yield his judgments and positions to those of others, I must hold to this view. He is ungenerous of sentiment and unfair by implication. Nothing better exemplifies his ungenerosity than his refusal to appear before the Senate or a committee of them previous to his return to Paris after his visit here and say to them that he had determined to incorporate all their suggestions in the Treaty and in the Covenant. He did incorporate them, but he did not give the Senate the satisfaction of telling them that he was going to do so or that the instrument would be improved by so doing.

The receptive side of Mr. Wilson is neither sensitive nor intuitive, we are told, nor his reactive side productive or creative. He is not a genius, Dr. Collins thinks, but merely a man of



Business and Paint

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The motor-cars and busses which pass you, the iron electroliers at the curbs, the business signs over the doorways, the frames of the big show-windows and the wonderful entrances to the great shops depend for beauty and utility upon paint and varnish. When Fifth Avenue was little more than a road, paint and varnish were made by the House of Masury, makers of

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talent, tho he admits that this talent is "measureless." He goes on:

> Mr. Wilson has made a careful review and digest of the world's history and he has attempted to survey the trackless forests and untrodden deserts of the future. From the activities in the former fields he has evolved a plan which he believes will make the latter a favorable place for the human race to display its activities and he has striven to put that plan into practise. He concedes that others have looked backward with as comprehensive an eye as his own; he grants that others have had visions of the future that are even more penetrating than his own; but he has the opportunity to try out his plan and they have not, and he is unwilling to take them into partnership in the development of the claim that he has staked out. He can not do it. It is one of his emotional limitations. Were he generous, kindly, and humble it would be difficult to find his like in the flesh or in history. He must be reconciled to the frowns of his contemporaries, the disparagements of his fellows, and the scorn of those who have been scorned by him. The world has always made the possessor of limitations pay the penalty. In his hour of hurt, if sensitiveness adequate to feel it is still vouchsafed him, he may assuage the pain with the knowledge that posterity will judge him by his intellectual possessions, not by his emotional deficit.

THE "ATLANTIC SUN" MARKS A NEW DAY FOR AMERICAN SAILORS

"THE SUN HAS RISEN over a new era in the scheme of seamen's lives," proclaims James H. Williams in *The Seamen's Journal* (New York), hailing the appearance of a ship which really makes life on the bounding billows comfortable for the sailorman. The new steamer, appropriately called the *Atlantic Sun*, is said to be as far ahead of most of her competitors in all that pertains to housing arrangements as "a Pullman coach is ahead of a police-patrol." As a matter of recent history, according both to general report and the published results of official investigations, a good many of the ships that sail under the American flag have been rather less sanitary than a well-regulated police-patrol. *The Journal*, known as one of the stanchest upholders of better conditions for sailors, thus reviews past conditions and present developments:

> The crowded, stifling, unsanitary, and uncomfortable condition of seamen's quarters in the great majority of merchant ships, both native and foreign, has from time immemorial been a subject of unsavory criticism and public disgrace.
>
> The terms "kennels," "dog-holes," "stink-boxes," etc., so often and so bitterly applied to them by their unfortunate occupants, in no wise misrepresented their general character or exaggerated their stifling and congested condition.
>
> As a matter of fact, the seamen's forecastle, as a general rule, has been comparable to nothing better than a floating cattle-pen. But, unfortunately, in the past seamen were the outcasts, the disowned and forgotten discards of all nations. They were nobody's own in particular, especially here in America, where people were too proud or too good to go to sea. No one ever understood the actual conditions of sea life so graphically and feelingly pictured in "Two Years Before the Mast."
>
> A seamen's forecastle must be endured to be appreciated. Prior to the application of the Seamen's Act it was the one part of the ship concealed from interested sightseers and overlooked by tactful inspectors. So the complaints of long-suffering seamen have, in the main, always been flouted by shipowners and discredited by landlubbers.
>
> In petitioning Congress for sanitary and dietary reforms on shipboard in 1893, the organized seamen of the United States protested that because of congested quarters and bad food they were peculiarly subject to scorbutic and pulmonary diseases.
>
> In their first memorial to Congress, which is a matter of record, the seamen asked only to be fed as well as the convicts in the State and Federal prisons, and to be housed as well on shipboard as foreign immigrants, but Congress was slow to act. It seemed incredible to our "most potent, grave, and reverend seigniors" at Washington that in this enlightened, humane, and scientific age men engaged in the healthiest of open-air vocations should be dying of diseases engendered by foul air and malnutrition.
>
> But the seamen were so persistent in their appeals that, in order to placate them, Congress, in 1895, voted a miserly appropriation of five thousand dollars to finance an official investigation of the seamen's complaints in the five largest seaports in the United States, namely, New York, Boston, Philadelphia, Baltimore, and San Francisco. A committee of three agricultural experts was sent out, with barely enough money to pay its traveling expenses, to examine the seamen's forecastles on the Atlantic and Pacific coasts, and report back to the Commissioner of Agriculture at Washington.
>
> We don't know just how far the investigation progressed, but it was reported at the time that the chairman of the committee, in trying to enter a schooner's forecastle, banged his head against the transom, or the doorsill, or something, and abandoned the quest in disgust.
>
> What became of his report is likewise unknown, but the inference has always prevailed that it was unfit to print.
>
> The appalling disclosures brought out at the trial of Captain Reed in the *T. F. Oakes* scurvy case, before the United States District Court for the Southern District of New York, early in 1897, however, focused public attention upon this long-neglected subject.
>
> Six members of the *T. F. Oakes* crew had died and been buried at sea on her fatal passage from Hongkong, and the twelve survivors had all been landed at quarantine and sent to the United States Marine Hospital, suffering with that loathsome disease, scurvy, on her arrival at New York.
>
> Congress was then constrained to act in deference to an aroused public sentiment that would not be influenced nor restrained by the extenuating clamors and specious pleadings of rapacious shipowners, whose heartless parsimony had been exposed.
>
> Therefore, on December 21, 1898, Congress enacted the legislation since known as the White Act, which, in varying forms and under various sponsors, had been pending for nearly seven years.
>
> The White Act greatly improved the food scale, and on that subject, at least, the American seamen remained thereafter practically quiescent. It likewise effected some amelioration in the forecastle space and appointments on shipboard, but still left much to be desired.
>
> The remaining abuses have now been practically corrected in so far as the statutes can be applied to the majority of ships by the humane provisions of the new Seamen's Act.
>
> Nevertheless, there still remain a considerable number of merchant ships built prior to the passage of the Seamen's Act which are exempted by its provisions from forecastle inspection and improvement unless, or until, they are rebuilt. And there are many others of recent design and construction in which the legal specifications as to crew space, quarters, and sanitation have been ignored.

Among a number of pertinent suggestions submitted to the United States Shipping Board and the American Steamship Owners' Association through the Seamen's Conference on Working Rules, was the following, propounded by the New Orleans Branch of the Eastern and Gulf Sailors' Association in regular meeting assembled on March 15, 1920:

> "Sanitation: In a good many ships, Shipping Board as well as others, baths, toilets, and other sanitary conveniences are poorly equipped, badly neglected, and never inspected. Plumbing is often defective, water supply and sanitary pumps are stopt and hot water never furnished, and repeated complaints of crews are ignored.
>
> "Such abuses we believe can best be corrected by submitting a remedial clause in the next general agreement through the Conference."
>
> The Shipping Board admits the truth and justness of the foregoing statements and complaints by the seamen, but pleads in extenuation of the unsanitary conditions of which the seamen complain in their quarters the extreme haste and desperate speed under which most of its ships were built in a war-emergency.
>
> The Board does not explain, however, why it is that in ships laid down and completed since the war, or even six months ago, the crews' quarters are no better constructed or equipped than in those built during the height of the world conflict.
>
> The fact of the matter seems to consist entirely in the absolute disregard of legal specifications concerning seamen's quarters and accessories on the part of ship designers and builders. No particular specifications regarding seamen's quarters ever seem to enter into the designs at all in certain classes of ships.
>
> Whenever a hull is finished any unclaimed space either in the bow or stern can be boxed off with a steel bulkhead, labeled, "to accommodate ten seamen," and presto, there it is, the seamen's forecastle!
>
> But the dawn of a better and a happier day is here.
>
> The sun has already risen over a new era in the scheme of seamen's lives.
>
> A strong revulsion of feeling against the conditions under which

PAIGE

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THE fame of our five-passenger "Glenbrook" has traveled from state to state, city to city, and this car now occupies an unchallenged position of leadership in the field of five-passenger vehicles.

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Designed and built in the Paige shops—and powered with our own new six-cylinder motor—it surpasses every standard heretofore accepted as the best in light six motor cars.

Compare it with any five-passenger car that the market affords and determine whether it is not, indeed, the greatest dollar-for-dollar value in the light six field.

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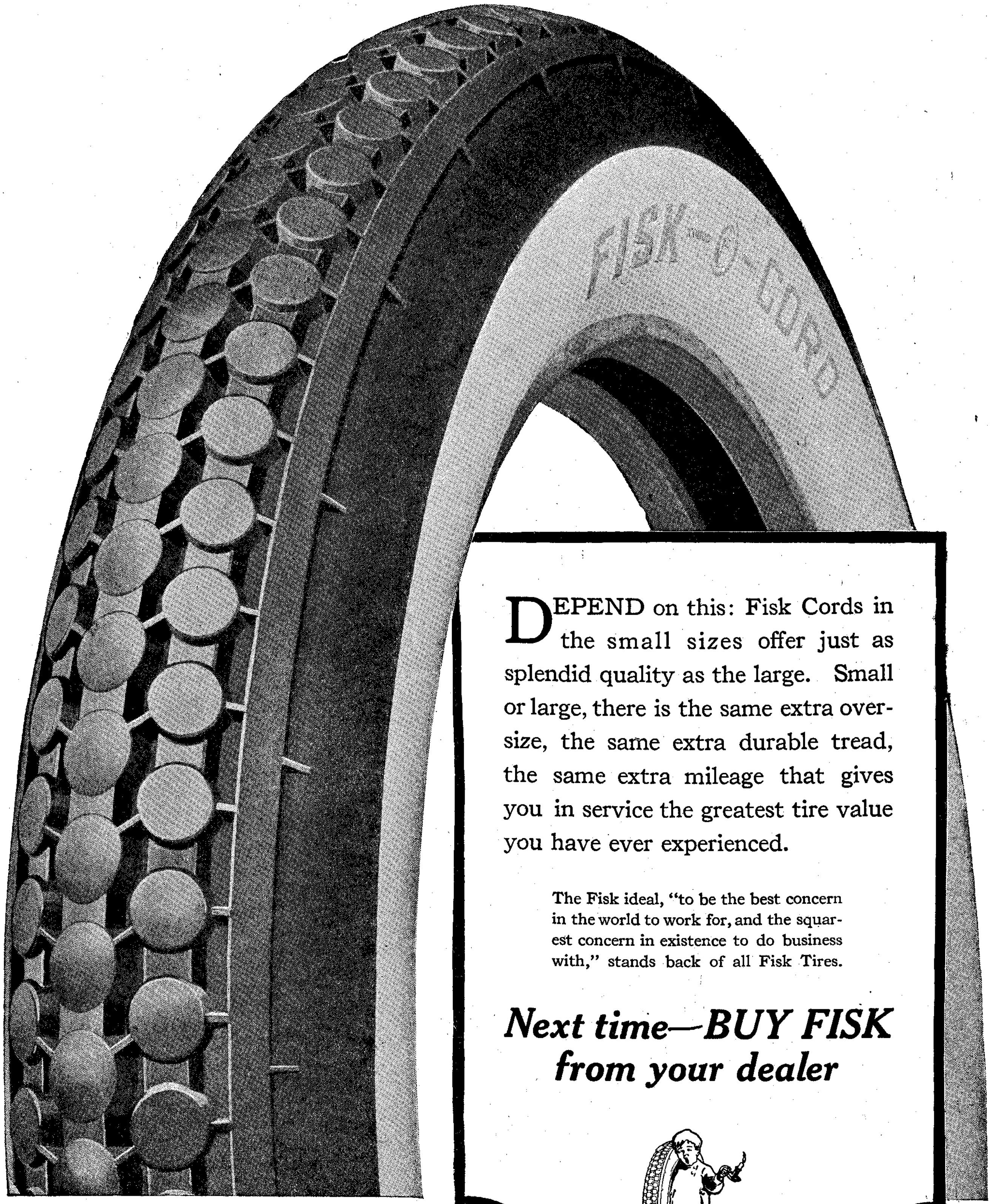
> seamen have been compelled to live and labor for centuries is surely manifesting itself on all hands, and shipowners, too, are tardily falling into step with the march of human progress throughout the world.
>
> The wooden mess-kit, the tin plate and spoon, the seven-bell "hook-pot," and the "donkey's breakfast" have all been thrown into the "dead man's chest" along with those symbols of barbarous authority, the "cat," the "bloody belaying-pin," and the "knuckle-dusters."
>
> And the sailors' dog-kennels, too, are doomed, like mud huts and underground dungeons, simply because awakened American sentiment will no longer tolerate them and enlightened American seamen will not endure them.
>
> It is with a feeling of genuine pleasure and sincere relief that we turn from the foregoing discussion of conditions to a cheering and welcome description of a prominent case of sane and sensible modest achievement now on view in the port of New York.
>
> This wonder study among the far-flung lines of modern merchant ships is the new tank steamer, the *Atlantic Sun*, and never have we known a ship so meritoriously built or more appropriately christened.
>
> The *Atlantic Sun* sheds luster upon the good name and enterprising forethought of her owners, and her example will seem to enlighten the intellects of reactionary competitors as well.
>
> The *Atlantic Sun*, in so far as housing arrangements for her crew are concerned, is as far ahead of thousands of her rivals as a Pullman coach is ahead of a police-patrol. And it is just to that extent, we believe, that she is destined to succeed as a commercial factor in the new merchant marine. The *Atlantic Sun* has just been completed at the private yards of her prosperous owners, the Sun Oil Company, Chester, Pa.

In size, equipment, and general appearance she does not differ materially from ordinary tankers of her class. It is only the care, forethought, and particular attention that have been bestowed upon the living quarters of her crew, including sailors, firemen, messmen, and cooks, that distinguish her from any other cargo ship we have ever known. In this regard her fame had already preceded her to New York, where she has been acclaimed by old-time seamen as one of the new marvels of this marvelous era. The forecastles in the *Atlantic Sun* have not been an afterthought on the part of her builders; they have been made an important and painstaking part of her original design. In fact, declares the writer:

> They have been built for civilized people to live in. They have been planned and built with a sincere regard for the health, comfort, safety, recreation, and decency of their occupants.
>
> Instead of being stupidly disregarded, the health and housing clauses of the Seamen's Act have been superseded by at least fifty years of technical progress and about two hundred per cent. in practical efficiency and convenience.
>
> Within a recent period several of the more progressive shipowners on the Atlantic coast, and on the Pacific as well, we believe, have been building steamships with forecastles built in a series of smaller compartments to accommodate two seamen in each.
>
> This considerate plan on the part of the owners has been often ridiculed by many of their pudding-headed, chicken-hearted rivals who regard any marked departure from ancient standards as impractical, Utopian, and ridiculous. But regardless alike of the gibes of jealous competitors or the restraining influence of barbarous precedents, the Sun Oil Company has gone right ahead and presented the American merchant marine with a ship that outclasses its nearest seagoing rival one hundred per cent. or more in the modernization of living quarters.
>
> In response to an invitation from some proud members of her jolly crew, and animated by a secret desire to see and verify the current reports about her luxurious appointments, we pilgrimaged over to Bayonne and paid the *Atlantic Sun* a visit.
>
> We went to inspect. We remained to marvel, and came home to praise! The sun had risen!
>
> Our request to the chief officer for permission to inspect the fo'c'sles was granted with the graciousness and enthusiasm of a man who is proud of being probed.
>
> The day of our visit happened to be Monday after Memorial Sunday, and the sanctity of the day was being observed by the crew of the *Atlantic Sun*. Most of them were ashore on liberty, but Comrade Jack Elliot, quartermaster, took us in tow and conducted us first to the sailors' quarters on our tour of personal inspection.
>
> The sailors' quarters were amidships, directly below the bridge deck, which arrangement at once appealed to our practical sense as an excellent one on all occasions, but particularly in case of an emergency call to the crew.
>
> Leading the way down a broad, substantial companionway extending from the lower bridge to the spar deck, Jack conducted us to a great open ballroom, or amphitheater, clean and bright, and freely open to the light and air of heaven, but "properly protected from weather and sea," as the law requires. This great ballroom, or recreation-room, as perhaps it should be properly called, is thirty-six feet wide athwartships and eighteen feet six inches fore and aft, not including two broad alleyways, one on each side of the midship section where the mess boys live.
>
> Two great steel doors gave free and unobstructed access to the main deck on either side, while the large companionway already referred to afforded prompt and effective egress to the lower and upper bridge at any moment; whether in ordinary call or emergency rush, all hands could use that big, broad gangway at the same time.
>
> Any old barnacle who goes aboard the *Atlantic Sun* looking for the fo'c'sle, or dog-hole, is going to be agreeably disappointed; there's no such place!
>
> The quarters on the *Atlantic Sun* were designed and built on humane principles for human beings to dwell in. Every mother's son has a separate, roomy, well-appointed stateroom for his own individual and exclusive use and occupancy, equipped with berth lockers, reclining settee, toilet accessories, Yale locks, and private keys just like a first-class passenger on a liner.
>
> On the port side of the great recreation-room are ranged the petty officers' rooms, bos'n's, storekeeper's, and quartermaster's, all in a row; on the starboard side are ranged the able seamen's rooms in the same order, with three rooms for the mess boys grouped in the forward bulkhead, and the remaining rooms arranged on both sides of the companionway in the after end of the bridge section.
>
> All the rooms are built as nearly as practicable on the same general plan; all are the same size, about seven by ten feet. Each room is provided with two steel lockers, besides a separate drawer beneath the settee. The height of the rooms is about six and one-half feet. All of them are securely and neatly built in and protected from contact with the steel plates with drest lumber. All the deadlights open outward. Combination bathrooms and lavatories are provided on each side connecting with each series of rooms, and the entire arrangement is on a level with the main deck.
>
> As may be computed from the foregoing, each seaman on the *Atlantic Sun* is allowed approximately seventy superficial feet of deck space, and four hundred and fifty-five cubic feet of breathing space in his quarters, instead of the sixteen superficial feet and one hundred and twenty cubic feet provided in that most advanced and radical of maritime laws, the Seamen's Act.
>
> Each and every stateroom is fully as large as the majority of seamen's forecastles allotted to six seamen before the passage of the Seamen's Act. The firemen, oilers, and engineers all room in the after deck-house on the *Atlantic Sun*, their quarters surrounding the engine compartment. They are built and arranged precisely like those of the sailors, except that the intervening space separating them is more or less obstructed by the necessary incumbrances inseparable from the machinery department.
>
> But all the rooms are above the main deck. Only storerooms are built below. The quarters are at least thirty feet from the stern, are perfectly lighted, heated, drained, and ventilated, and completely protected from weather and sea. They are also easily accessible either directly from the main deck or by way of the flying bridge, and down an inside companionway extending from the poop.
>
> Each room is provided with a brilliant electric lamp set into the ceiling and shaded with a clouded glass canopy to reflect the light downward and outward most effectively. In addition each room is supplied with a brass pilot-lamp set on gimbals that can be used either for reading or as an emergency lamp in case of temporary derangement of the electric equipment.
>
> The chief mate seemed in a rather apologetic mood over the unavoidable fact that in the hurry of departure from the building plant the stateroom furnishings were still somewhat incomplete.
>
> "There are berth canopies, rugs, door-mats, book-racks, and other things to get yet," he said, "but I don't think we can get them now till we get back; they're ordered, tho."
>
> "Berth canopies, rugs, book-racks," eh! Memory reverted back to the olden days of "dog-holes." Again we visualize the dark, filthy, noisome, dismal dens of yore, with a home-made slush lamp sputtering and smoking and stinking over the scuttle—but containing our twenty-four-hour allowance of three pints of stagnant water, the reeking stench of putrid bilge water rising through the gaping seams, and all hands perched around the seething mess-kit with rusty sheath knives for table cutlery and fingers for forks, like a tribe of unregenerate Eskimos.



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FISK

Yes, those parlor fixin's 'll be sadly missed by the neglected crew of the *Atlantic Sun* on her maiden voyage.

Jack Elliot sat on a bench in the middle of the broad recreation-room smoking his pipe, the picture of soulful contentment.

"They've all got to come to this," he said, confidently, poking his pipe-stem in the direction of his stateroom door.

"We've lived in them cow-pens as long's we're goin' to, so they might as well get wise in time!"

We bade *bon voyage* to the *Atlantic Sun*, and her lucky crew and wended our way home with Jack Elliot's cheerful prophecy ringing in our mind.

"THE WINSTED LIAR," A NEWS-FICTIONIST WHOSE FAME IS IN "WHOPPERS"

"HE IS A NEWS-NOVELIST and a genius. He is not a liar."

"He is the most sublimely gorgeous liar alive."

"He is a modern Æsop, and his tales bring laughter and relief to a jaded world when it is bitterly close to tears."

"His myths from Winsted steal over the weary soul with all the soothfulness of Gilead's balm."

These are some of the many kind words that have been presented to Louis T. Stone, a newspaper editor of Winsted, Conn., in return for the remarkable reports, bearing a Winsted date-line, which enliven the comparatively veracious and prosaic columns of the nation's newspapers. Whatever may be the attitude of the average newspaper writer toward facts, Mr. Stone's carelessness in writing about things as they are has brought him a national reputation.

"Folks from Seattle to Atlanta, Ga., from the Golden Gate to Bangor, Me., have debated about him now for a dozen years without arriving at any decision—save a unanimous agreement that Louis T. Stone, of Winsted, Conn., is entirely indispensable in this our life," writes James T. Powers in the Boston *Globe*, and elucidates further:

> They call him, since the advent into fame of his immortal Caanan Wildman, "Louis 'Truthful' Stone," and "'George Washington' Stone," with entire disregard for the facts of the matter, which are that the middle initial stands for Timothy, and that everybody up here in this little hill town calls him just plain "Lou" Stone.
>
> "Lou" Stone, editor of the Winsted *Evening Citizen*, you recall—the fellow who wrote the story about the bulldog that sat on a setting of eggs, which had been deserted by a discouraged hen; and the story about the woman who had the modest cow; and the story about the cat with the hairlip that whistled "Yankee Doodle"; and the story about the hen that laid four eggs a day, two of them double-yolked.
>
> You know—the chap from whose unequaled brain the yarn about the cow that gives ice-cream in winter was born; who threw in, just for good measure and out of sheer profligacy of genius, the other tale about the cow that was so shocked by the explosion at a Winsted garage or something that when her owner went to milk her she gave butter, her feelings had been so churned up; and the gospel fact about the famous Winsted wind-storm on Highland Lake, that blew a sheet of paper into a typewriter and typed off the alphabet backward; and the one about the wildcat that went to Sunday-school and absolutely refused to stop. . . . . .
>
> Know the man? Well, isn't there a line in the Bible about, "By their works ye shall know them"? Of course you know him. He's the chap who wrote the Iliad of the famous "tunneling trout, Pete," of Winsted, Conn., who used to answer to his name when called.
>
> Finally, to clinch the matter, if you ride into that lovely little village over the hills from Hartford, he's the man whose name you will find emblazoned now on a huge motorists' sign-board at the entrance to the town, *sic:*
>
> "Winsted, founded in 1779, has been put on the map by the ingenious and queer stories that emanate from this town and which are printed all over the country, thanks to L. T. Stone."
>
> You turn in at the doorway of the *Evening Citizen* office, and there an alert, gray-eyed, square-shouldered man meets your gaze. He is about forty-five years old, this clear-skinned, practical philosopher and editor, from whose acute observation and unique imagination the "yarns" about Winsted have been flowing these twenty years past.
>
> Sitting at his desk, where he has written and wielded the blue pencil ever since he was a boy, almost back in the late '90's, with the portrait of George Washington above, on one side of him, and Abe Lincoln and Wilson completing the decorative effect, he looks the picture of utter veracity, "Our Lou." His voice booms out a greeting with a heartiness beyond imitation, like his fables.
>
> "True? Are the stories about Winsted true?"
>
> There is grief in his voice and a shadow of sadness in his eyes when you ask him that question. To your assaults as a doubting Thomas he brings the patience of one used to being maligned, used to suffering in the cause of humanity.
>
> "Of course they're not faked. None of the stories are faked. They're true, every one of them based on a foundation of fact."
>
> "But, Mr. Stone, now that black sheep that chews tobacco and smokes cigars . . . now . . . . . ."
>
> "Wait, you'll see."
>
> "But listen." You pull a clipping out of your pocket, a newspaper clipping which bears a Winsted date-line, and you read it aloud:
>
> "Winsted, Conn.—A whale caught in a large pond near Winsted, Conn., had the initials of Goliah carved on its tail with some sharp instrument. The whale was so old that it came apart as soon as it was taken from the water, and smelled horribly."
>
> "Now, is that true?"
>
> And thereupon "Lou" fetches a deep sigh, and calls your attention to the fact that you have selected one of the stories that lacks corroboration merely through your own fault. If the whale came apart as soon as it was taken from the water, how on earth can he show you the whale to-day? You're too late, that's all.
>
> Now if you want to see the pond where it all happened, and the grave of the whale (there was a public funeral and the fire department turned out with its new motor apparatus in honor of the dead), well, he'll take you up there.
>
> A whimsical twinkle comes into his eye when you mention the hen that rode on the front of the locomotive into Winsted and paid her fare by laying an egg on the pilot.
>
> Hens do wonderful things in Winsted any day in the year, he informs you; and if you and the photographer will just wait till *The Citizen* is off the press, you can accompany "Lou" over to the pavilion on the edge of Highland Lake, where he will show you the black Minorca hen that has adopted a chef for a chum, and lays an egg every morning in the chef's bed, at six-thirty sharp, after which she cackles and wakens the chef so that he may have the egg for breakfast while it is still fresh.
>
> You can take a photograph of the hen to prove it. What more could human being do to prove the truth of the story?
>
> When did he begin to write his stories? He doesn't remember exactly. Nearly twenty years ago, perhaps. He went to work for *The Citizen* while he was a boy and that's fully thirty years ago; and the tales came when he became editor. They came just as nonchalantly as *Topsy*. "I began to write the stories instinctively," he says.
>
> "I don't suppose that there is anything more happens here in Winsted and its neighboring towns than in many other large rural communities. But I take as much care as I can to get all that there is of interest which does occur, and to present it in compact form."
>
> "Lou" affirms that "Winsted is the peerless news center." His sources of information are bounded by his imagination and his fountain pen on the one hand, and the lines of Litchfield County on the other.
>
> He walks to his work eight months of the year from his summer cottage, "Everbreeze," which is a good three miles up among the hills at the far end of Highland Lake, perched above one of the bends of the tortuous waters.
>
> It was while walking along the lake to work a couple of weeks ago that he saw the turtles climbing trees at the water's edge. Many of his best inspirations come from the marvelous things that he sees along the road.
>
> One thing more: "Lou" Stone is compiling a book of his "Winsted Fables." That volume will make Baron Munchausen and Sir Oliver Lodge and old Herodotus look like children at a Sunday-school picnic.
>
> For what have they written that will compete with the one about the pickerel caught in Highland Lake with a gold-filled tooth; and the one about the Lake Kiamesha eel that wore the lamp chimney for two years; and the one about the hen that lays dated eggs; and the other hen that traveled a mile in the headlight of an automobile; and the one about the man who hung his barbed-wire fence on horseshoes only to have the lightning knock off every shoe of them; . . . and, and, and, . . . *ad infinitum* as long as "Lou" Stone chooses to tell 'em!

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Everlastic "Rubber" Roofing. This is one of our most popular roofings. Thousands of buildings all over the country are protected from wind and weather by Everlastic "Rubber" Roofing. It is tough, pliable, elastic, durable and very low in price. It is easy to lay; no skilled labor required. Nails and cement included in each roll.

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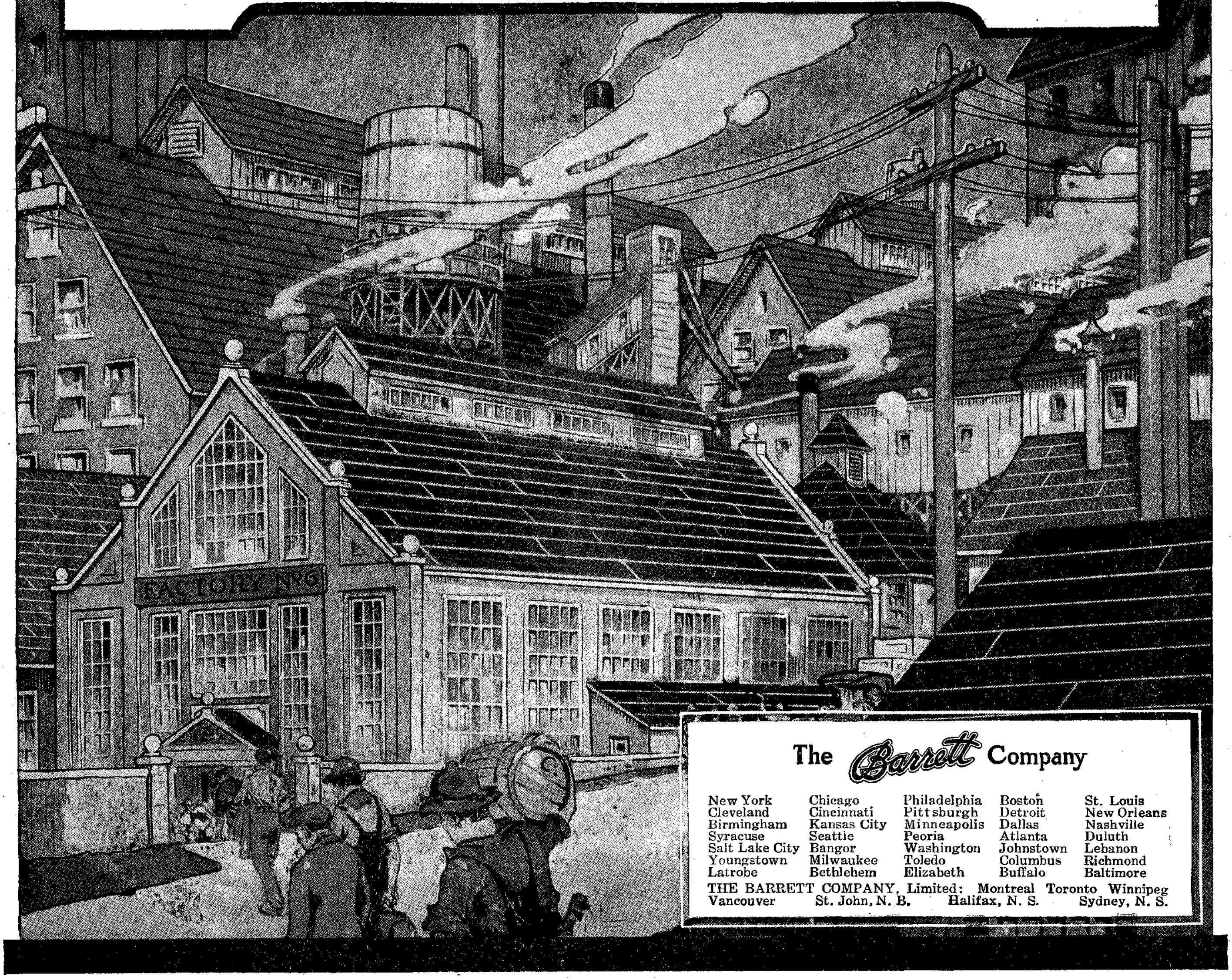

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PERSONAL GLIMPSES
Continued

ADMIRAL FISHER, HARD FIGHTER AND RACY WRITER

DIRECT action, and plenty of it, was the leading principle advocated by the late Admiral John Arbuthnot Fisher, former First Lord of the British Admiralty. The Admiral's sentiments in this matter have been brought out in the comments on the doughty old sea-warrior which have appeared since his death in London on July 10. "There is no such thing as humane war," he is quoted as having told the first Hague Peace Congress, to which he was a delegate. His idea was that the fiercer the struggle, the quicker it would be over. "When you have to wring a chicken's neck, all you think about is wringing it quickly," he said. "You don't give the chicken intervals for rest and refreshment." A blunt, vigorous, and hard-fisted old sea-dog was Admiral Fisher, who boasted that he had made his way in life by kicking other people's shins. Yet he was the idol of the British Navy, and his general popularity is said to have surpassed even that of Lord Kitchener. "Jackie" Fisher, he was called by the British tars. He was also known as the "Kitchener of the Navy," and his advocacy of great battle-ships carrying all big guns earned him the title, "The Father of the Dreadnought." From a brief sketch of his life appearing in the New York *Tribune* we quote the following:

John Arbuthnot Fisher was the son of William and Sophia (Lambe) Fisher, his father a captain in a Highlander regiment. He was born in Ceylon, January 25, 1841. He entered his teens and Navy together, and as a boy of thirteen saw action in the Crimea. As a lieutenant he served in the China expedition of 1860 and was in the attacks upon the Canton and Pei-ho forts. He commanded the famous old *Inflexible*, then perhaps the most powerful ship in the world, in the bombardment of Alexandria, in 1882, and later commanded the bluejacket police in that city. In the latter service he gave the first striking example of his quality in the iron severity of his administration.

Thereafter, until 1897, he was on shore duty at Portsmouth and elsewhere, ranking as one of the ablest administrative officers in the service. Two years' command of the North-American and West-Indian stations followed, and then he was a delegate to the first Hague Peace Congress, where he caused a sensation by his blunt comments on war and peace.

For the next two years he was commander-in-chief in the Mediterranean, and then began his great campaign for the strengthening of the British Navy. In 1903 he made his famous Royal Academy speech, in which he said:

"On the British Navy rests the British Empire. Nothing else is of any use without it, not even the army. We are different from Continental nations. No soldier of ours can go anywhere unless a sailor carries him on his back."

Save among pacifists, he was thereafter the most popular officer in the service. In 1903 he was commander-in-chief at Portsmouth, and then for nearly seven years was First Sea Lord, in which place he remodeled the entire naval service of the British Empire, in strategy, in tactics, and in the actual details of operation of ships and guns. He retired in 1910, and in the fall of that year visited this country to attend the marriage of his son, Cecil Vavasseur Fisher, to Miss Jane Morgan, of Philadelphia.

The outbreak of the Great War found him in retirement and chairman of the Royal Commission on oil fuel. He was soon recalled to his former place as First Sea Lord, in place of Prince Louis of Battenberg, and as such quickly came to a clash with Winston Spencer Churchill, the First Lord of the Admiralty, with whose policy he disagreed on almost every point. As a consequence of the differences between them, Lord Fisher resigned his place as First Sea Lord in May, 1915, and presently was made chairman of the inventions board, while Mr. Churchill retired from the Cabinet and was succeeded by Arthur J. Balfour. One of Lord Fisher's chief points of disagreement with Mr. Churchill was over the disastrous Gallipoli expedition, of which he disapproved, altho he did not openly attempt to veto it. He wanted instead to invade the Baltic and land a powerful expedition on the Pomeranian coast. He also wanted to plant mines so thickly over the North Sea as to make it unnavigable. The appointment of Admiral Lord Jellicoe to supreme command in the North Sea was a triumph for Lord Fisher, for he had selected Jellicoe expectantly for that very place as far back as 1909.

After his retirement, Admiral Fisher devoted himself to writing eccentric letters to the press that added much to the gaiety of nations. He also put forward an extraordinary volume of "Memories and Records," unlike anything else in that line the world has ever seen. We read:

In one of his letters to the London *Times*, in September, 1919, he wrote:

"This letter is not to argue with your leading article. It is only dashed fools who argue. I never contradict. I never explain. I never apologize. Those are the secrets of a happy life."

Then, after declaring that the whole British Fleet soon would be obsolete, he continued:

"Was I wrong about the water-tube boiler, when the whole of the expert world was against me?

"Was I wrong about the turbine, when I put it in a dreadnought, when only before it was in a penny steamship and experts called it a box of sticks?

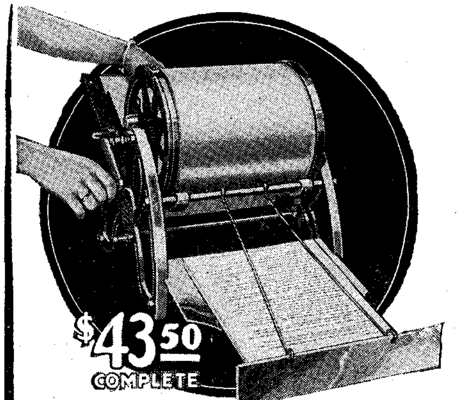
"Was I wrong about the battle-cruiser that sank Von Spee and all his fleet with its prodigious speed and big guns?

"Was I wrong about the submarines, when seven months before the war I described the sinking of the *Lusitania* by the Germans?

"Was I wrong to bring the fleet from the Mediterranean to the North Sea, in humble imitation of Nelson, who said your battle-ground should be your drill-ground?

"Did the fleet at Scapa Flow on August 4, 1914, win the war or not? Every vessel of this line of battle that was there was conceived when I was First Sea Lord.

"I say, with St. Paul, I boast myself a little. He was compelled; so am I. Seeing that many glory after the flesh, I will



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Oak provides the most beautiful, sanitary, easily maintained flooring for homes, offices, factories and public buildings—structures of all kinds.

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PERSONAL GLIMPSES
Continued

glory also. Up to a certain point I suffer fools gladly, but I am trustee for no estate that is only going to have three shillings and fourpence in the pound left. It is time to kick."

Most amazing of all his utterances was the letter which he wrote to Admiral von Tirpitz, in 1916, upon hearing of his dismissal. It would be unbelievable but for the fact that he himself made it known in his memoirs. It ran:

"DEAR OLD TIRPS:

"We are both in the same boat! What a time we've been colleagues, old boy! However, we did you in the eye over the battle-cruisers, and I know you've said you'll never forgive me for it when bang went the *Blücher* and von Spee and all his host!

"Cheer up, old chap! Say '*Resurgam*.' You're the one German sailor who understands war! Kill your enemy without being killed yourself. I don't blame you for the submarine business. I'd have done the same myself, only our idiots in England wouldn't believe it when I told 'em.

"Well! So long!

"Yours till hell freezes,
"FISHER."

"I say! Are you sure if you had tript out with your whole high-seas fleet before the Russian ice thawed and brought over those half-million soldiers from Hamburg to frighten our old women that you could have got back un-Jellicoed?
"R. S. V. P."

PALESTINE, LAND OF NEW HOPES—AND DISAPPOINTMENTS

JERUSALEM, instead of remaining, as it was before the war, a remote place abandoned to the interest of tourists, pilgrims, ascetics, and "natives," has become a land of clashing ambitions, of new hopes, and disillusionment.

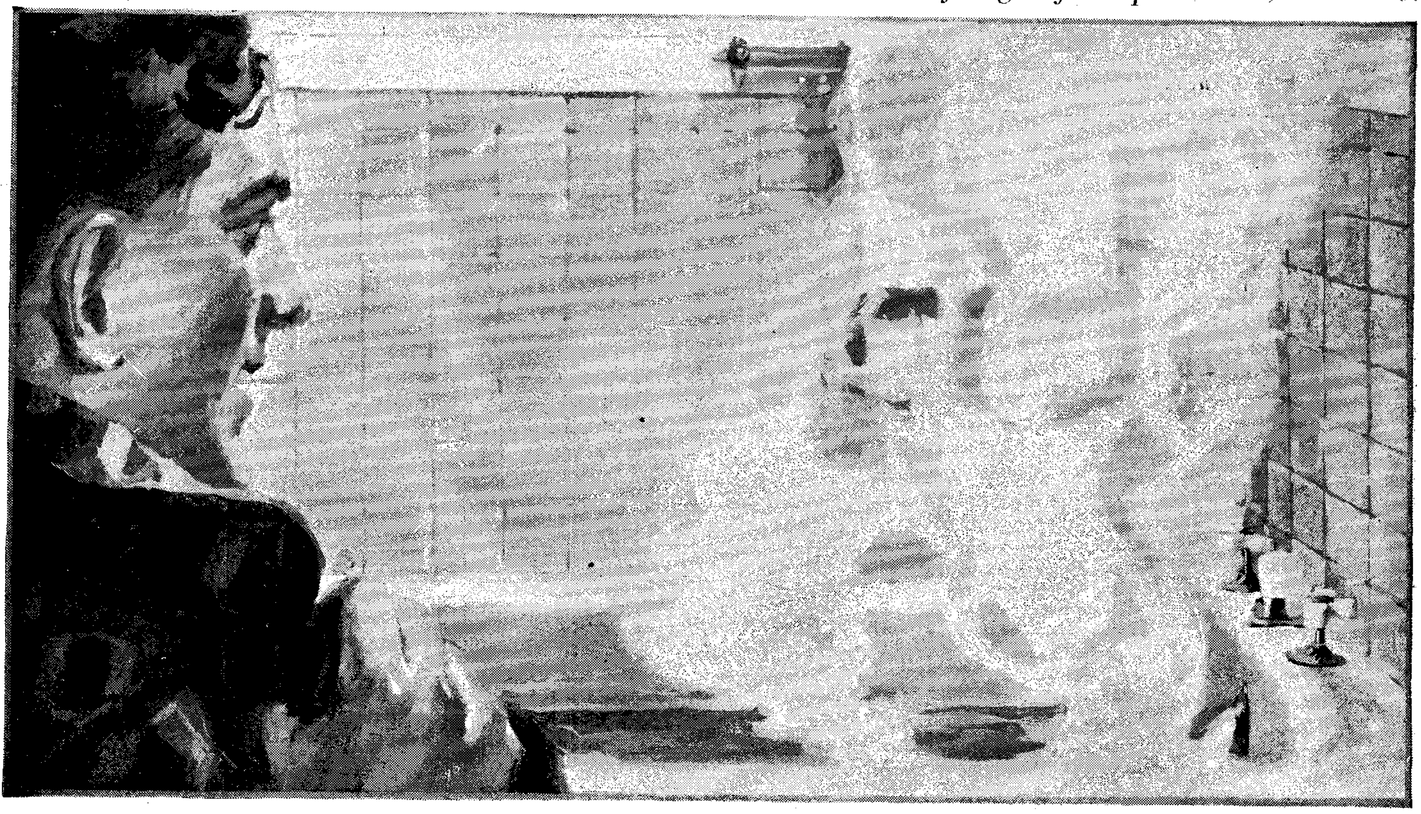
The pilgrims are gone. The tourists come no longer. The "natives" have bloomed into a nationality demanding self-determination and quoting the Fourteen Points to all comers.

The shadow of approaching Zionism lies across the land. Bolshevism is slipping in at both doors, east and west. Internationalism threatens to raise her flag on David's Tower and proclaim Jerusalem the capital of a frontierless world.

So reports Cecil I. Dorrian, now in Jerusalem as a special correspondent of the Newark *News*. He adds that, from his personal observations, the Jews who have gone "back to Zion for their inheritance have found the conditions impossible." They have "nothing to eat except at prices that make the American H. C. of L. look like a paupers' paradise, and no means whatever of making a living." As with all big movements, the Zionist movement is slow in getting under way.

Taking up the present Palestine situation in general, Mr. Dorrian writes:

> The land is full of westerners, but they have not come to brood over the past of the Judean country, neither to pray at the foot of Golgotha, nor to weep in the Garden of Gethsemane. They have come to build the future. They are here to face these huge new movements in the regions where the floods of East and West meet.
>
> What is going to come out of all this?
>
> When you stand on the high walls of Jerusalem to-day you no longer gaze only backward into the ages. You feel as tho you are standing on a pinnacle from which you will get first sight of the things that are coming.
>
> Up the rolling hills of Judea from the west, you see now the British armies mounting from their ships at Haifa and Jaffa. With them come the advance scouts of the Jews "returning to their inheritance." The phrase is theirs, for as you look down from these Moslem walls on the humming Arab bazaars, the crowded houses of to-day's Jerusalem, and hear the droning call to prayer from the pointed minarets and its defiant answer of clanging western bells ringing from the rival Christian steeples, you wonder what inheritance the Jews will find here and what they will be able to make of it.
>
> Besides this British Army, led by white men, manned by turbaned Indians, is it coming only to make the Jews safe in their "inheritance"? Is it a democratic army dispatched on the mission of a democratic people?
>
> Toward the east the red mountains of Moab seem now to rise high above their Biblical memories. Beyond them lies the desert, the stronghold of Islam—Islam, always somehow a mystery to us of the West, no matter how familiar we may get with it. Those who are most familiar can not tell us what is preparing over there beyond Moab.
>
> "Islam only awaits a leader."
>
> This is what some one who may know has told me. If she has found one in Enver or Kemal or in some one whom we have yet heard nothing of she is capable of another period of united effort as in the days when Mohammed suddenly brought the Easterners together the way a great wind unites the sands of the desert in a storm that overwhelms us.
>
> A Japanese statesman told me only the other day that the West would be very wise to listen with all its ears to the warnings that are now constantly coming from the East. Does the menace that is sensed beyond these red mountains of Moab then stretch all the way to the Pacific?
>
> To-day I have come up from the Jordan, where I saw an armed frontier, for there on one bank of the river that washes out sin were the British sentries, and on the other the guards of a desert Arab army standing with their guns in hand. Even the Jordan can not now be crossed in either direction except for war. And this frontier you overlook from the walls of Jerusalem, this side of Moab.
>
> The Arabs are there for two reasons: First, they say, to drive the British out of Palestine; and next to "take care of" whatever Jews they find who have "returned for their inheritance."
>
> Toward this isolated city, which has seen no active history since the days of the Crusades, you now see converging three of the greatest interests of this period, Zionism, Islam, and the designs of empire.
>
> Zionism and Islam are deadly enemies, and Islam is a fighting power, whereas Zionism can defend itself only with the pen. Can the British, who have promised to set up Zionism in Palestine, afford to do so if it is going to bring them the enmity of Islam when elsewhere they are with difficulty holding at least half of the Mohammedan



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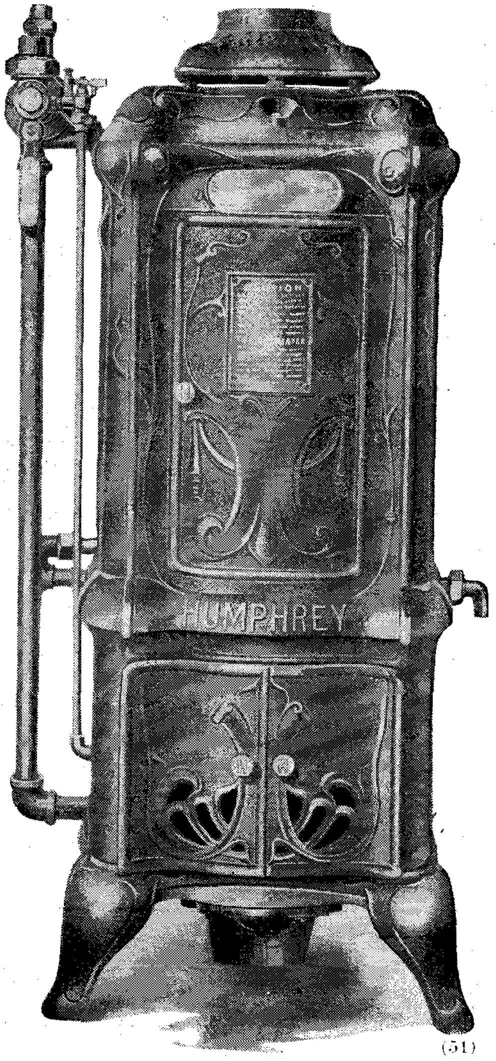


HUMPHREY
AUTOMATIC GAS WATER HEATER

(51)

PERSONAL GLIMPSES
Continued

world under their rule and are now trying to include more of it still?

It is with sharpened curiosity that an American goes into the mystery of the Holy Land in these days. American sympathy and American money are necessary to many of the new projects afoot, and as all of them can hardly be satisfied it is best for us to know which are worth while and which are not. In the case of the appeals now being made to America on behalf of Zionism and the response they have already brought from us, we may fairly claim it is within our rights to know the present situation in Palestine more in detail than it has been presented to us up to now.

That things are not what it is desired we should think them becomes at once evident from the frank terror with which almost every one greets the thought of being quoted in print.

"Yes, I will tell you the truth about Palestine and you can use it if you like, but strictly on condition that my name is not mentioned."

That is almost inevitably the opening speech from every authority consulted. And, in parentheses, few authorities can be approached without the most powerful introduction.

If the reader will, therefore, be patient with such unsatisfactory formulas as "a British authority," "an American authority," etc., instead of the infinitely more striking interest that would attach to what follows if names could in all cases be given, the writer is in a position to attempt to sketch at least the outlines of the present situation in Palestine as seen from the various angles of the four principal elements in cause: Jews, Mohammedans, Christians, and—empire-builders.

Judging by current talk, says the writer, the average American had rather take it for granted that Palestine as a national home for the Jews was going to be able to absorb practically all of the Jewish people if it should so turn out that the Zionist movement were a success and that the bulk of the race should in the course of time wish to return there. He objects:

If this is our impression, however, it seems to be entirely wrong, at least according to available figures. Palestine now holds seven hundred thousand inhabitants. British official reports state that of these ninety per cent. are Mohammedans, seven per cent. are Jews, and three per cent. are Christians. According to statistics given by the Zionist Committee here the country can not be made to absorb more than between three and four million people. As the Jewish race scattered throughout the world is estimated to amount to about fifteen million and is increasing fast, the national home is, therefore, not designed to shelter more than one-quarter of the race at any time, and this number only if the doors of Palestine be tight shut against all others. But a certain increase of its present peoples must be allowed for unless these are to be practically driven away; hence, not even one-quarter of the Jews can ever come. Is this the idea the average man had conceived of the "reconstruction of the Jewish National Home" that Mr. Balfour declared for in 1917 and that Sir Herbert Samuel recently announced in his program as British High Commissioner for Palestine?

It is apparently then as a National Home, Limited, that we are to think of the Palestine Zionist plan.

Dr. Eder, the director of the Zionist Commission in Jerusalem, described what the leaders of the Zionist movement hope to do with Palestine.

He said they wanted to make of it a land "for small holders working cooperatively." Only one-third of the naturally cultivable land is under cultivation. Besides the two-thirds that can be used without artificial means, a large proportion of the stony hills of Judea can, he declared, be made fertile by irrigation. There the olive and the vine can have a big future. There are places where this experiment has been successfully tried. Animal fodder can also be cultivated on the rocky slopes if they are properly irrigated, thus stock-farming can be largely developed with its adjunct of dairy industries.

The Jordan Valley, said Dr. Eder, is to be irrigated and will take half a million population. In this hot, subtropical climate, the cotton plant produces two crops a year. Tropical fruits grow abundantly. The Crusaders produced sugar there, as the ruins of their sugar-mill show. This can be planted again.

The Jordan River, in its upper reaches, will furnish electric power for the lighting, transport, and industries of the whole country.

Dr. Eder disparaged the development of tourism and pilgrimage in the Holy Land. He said it made a population "parasitic."

He also deprecated the report of oil at the Dead Sea. "We don't want capitalists coming in and developing a big oil industry here," he said. "That would be a side of things for which we are not ready yet. We want to establish a university and build up a center here for Jewish culture."

Later on, when the population is educated up to it, Dr. Eder said they would want elective self-government, and when asked whether they would then desire autonomy under Great Britain or independence, he replied: "Autonomy—under the League of Nations.

"That is a trifle vague at present," he admitted. "Everything depends on how the League works out."

A cultural and agricultural Palestine with no big industries, a small cooperative commonwealth, such as the idealist Bolshevik brochures picture, with establishments dedicated to the cultivation of literature and science—especially sociology, that immensely important study, in which the Jewish mind always shows so keen an interest—this, then, seems to be the Zionist project for the Holy Land.

Wondering if it was thought that this prospect would attract Jews from America, England, Germany, etc., Dr. Eder was asked whence it was expected that the population for the national home would come. "From Russia and Poland," he replied.

Altho there are practically no agricultural Jews in Poland, Dr. Eder recalled the fact that there are Jewish agricultural communities in Russia. As for Poland, it is not uninteresting to note that last fall when the writer was in that country, the Jews who wanted to own farm property were not talking of leaving Poland and going to Palestine, but of forcing the Polish Government to allot them land there.

The advanced guard who have come to Palestine to begin the Zionist movement number among them some Russian Jews plus several fairly large groups formed in America and England under Zionist auspices and sent out here with all expenses paid.

There has as yet been no influx from Russia. The British authorities do not encourage it, for one thing, knowing that no provision can yet be made for immigrants in Palestine. For another thing, it may be that the mass of the Jews in Russia do not care to leave there. Sovietism has probably given them a new and better standing in that country, and now that Bolshevism is passing, or has already passed, into a far more reactionary régime and business is about to begin again, it is possible that the Jews would not care to leave the vast opportunities that are now opening out in those regions.

The Zionists, newly come to Palestine, are for the most part living in Jerusalem itself, that is, the community buildings constructed just outside the walls. There is, for example, the Montefiore establishment, where most of the Zionists recently brought from America are lodged as protegés of the Montefiore Fund. Those coming in from Russia seem to have taken care of themselves as best they may in the ordinary way of immigrants, and in Palestine as things are now, that, of course, is rather hard lines.

The truth is that whereas it is easy to sketch on paper a plan for putting several million people on land there is a good deal involved in the carrying out of such a scheme. People have to have houses to live in. They have to have food and water. This country as it is now is largely barren and waterless. Roads have to be built to provide them with access to their homes. Before they can lay out farms this unused ground has to be prepared. In the case of the wilderness of stony mountains, of which so much of Palestine is composed, the work of leading water up there, of planting trees, making roads, building houses, is going to take a great deal of labor and a vast sum of money.

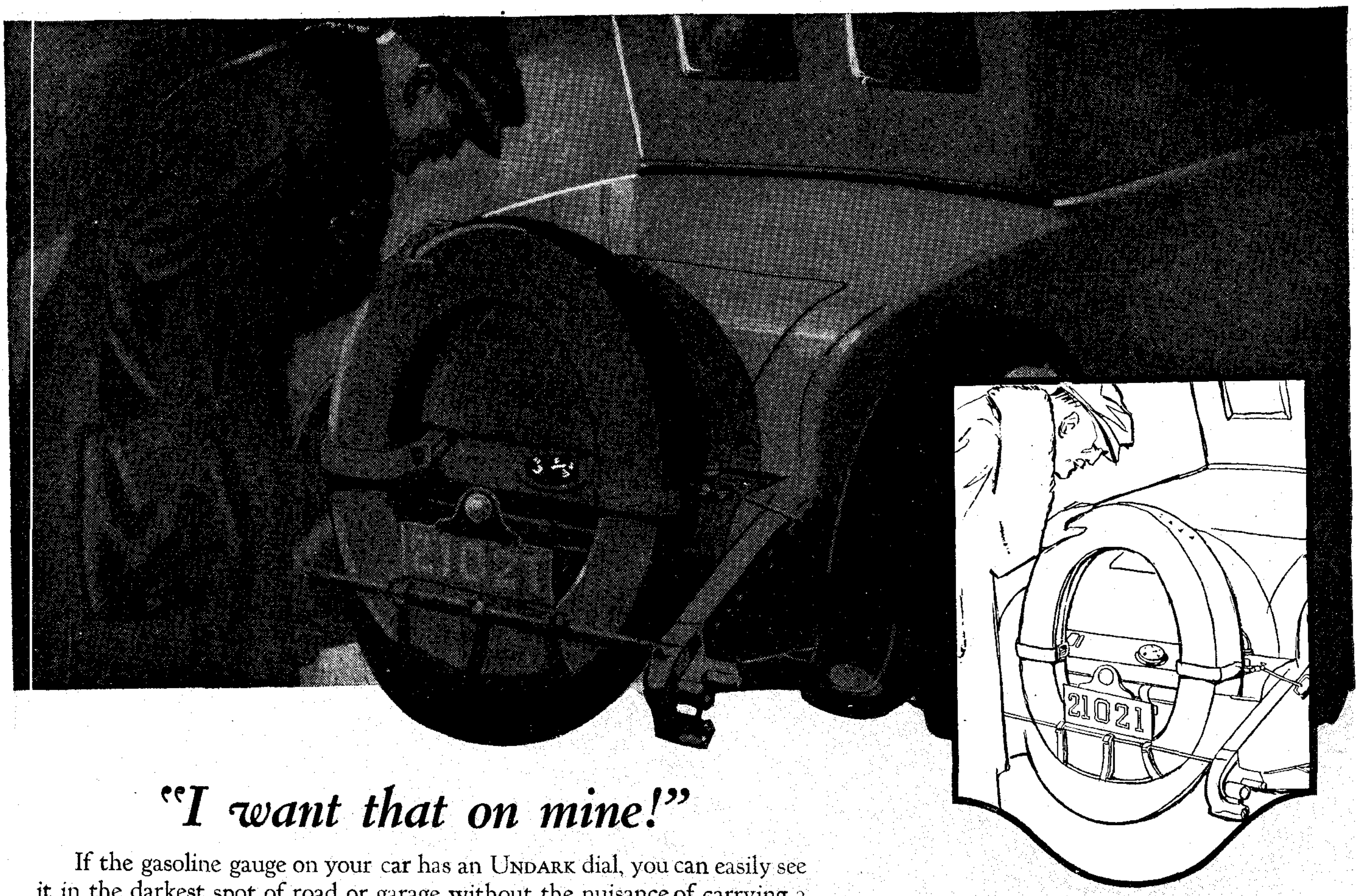
The labor for all these enterprises of land development is not expected to be furnished by Jewish immigrants, who are not accustomed nor physically equipped for such work. Neither is it anticipated that the direction of the building and engineering work involved will be undertaken by Jews, for the reason that there seem to be no Jewish engineering firms. All this work will evidently have to be done by the usual engineers who are equipped to undertake such tasks. Under a British occupation it is expected naturally that such contracts will fall to British firms.

Needless to say, nothing of this has commenced yet. Before it can, two things are necessary: First, a state of peace, and, secondly, funds. The British armies will establish peace if they can. The funds, it is hoped, will come from America in donations and loans and from Britain in investment of capital.

In the meantime, the Jews who have come back to Zion for their inheritance have found the conditions impossible. No place to live, nothing to eat except at prices that make the American H. C. of L. look like a paupers' paradise, and no means whatever of making a living. There are no industries, no cities, wherein to pick up employment. Jerusalem itself is a small town, and the Jews who belong here have already absorbed all the shopkeeping and commerce that the population can support. This is not much, as the Arabs are very poor, and, moreover, they wear the kind of clothes that once bought last a lifetime. They have not yet fallen for the dressmakers' happy invention of changing styles.

Under these circumstances the Zionists

UNDARK Radium Luminous Material



"I want that on mine!"

If the gasoline gauge on your car has an UNDARK dial, you can easily see it in the darkest spot of road or garage without the nuisance of carrying a portable light, or, what is most common, tempting fate with a lighted match.

UNDARK is a factor for safety and service wherever it is used. It will make your car's gauges give the same 24-hour sight service that UNDARK gives to watch dials.

Such automobiles as Pierce-Arrow, Kissel Kar, Stevens-Duryea, Lincoln, and others have UNDARK on gasoline gauges as standard equipment.

UNDARK doesn't get dark in the dark

It contains real radium, the most precious of all minerals. UNDARK keeps glowing for years.

We are miners and refiners of radium-bearing ore, the pioneer manufacturers of radium luminous material in this country and the largest in the world.

UNDARK can be successfully applied by manufacturers in their own plants. It is a simple process. We will instruct operators and organize the work for you. Write for details.

If you are interested in seeing how UNDARK can be applied, we will send you a Try-out Set for $3.00. In writing state class of work for which you want to use it.

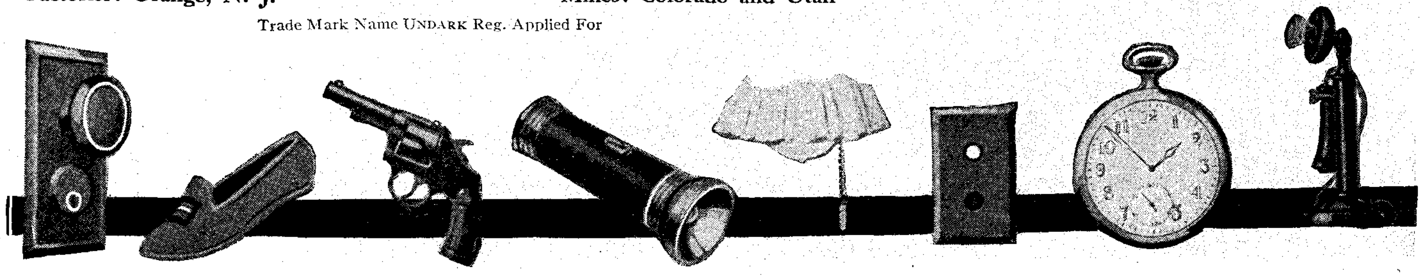
RADIUM LUMINOUS MATERIAL CORPORATION
58 Pine Street, New York City
Factories: Orange, N. J. **Mines: Colorado and Utah**

Trade Mark Name UNDARK Reg. Applied For

UNDARK is used on numerous articles, of which the following are the most important

- Watches
- Clocks
- Flashlights
- Pull-Chain Pendants
- Push-Button Switches
- Flip Switches
- Door Bells
- House Numbers
- Hospital Call Bells
- Ships' Compasses
- Locks
- Safe Combinations
- Gasoline Gauges
- Speedometers
- Steam and Pressure Gauges
- Revolver Sights
- Telephone Mouthpiece
- Fire Extinguishers
- Mine Signs
- Women's Felt Slippers
- Fish Bait
- Theatre Seat Numbers
- Convention Buttons
- Poison Indicators

Names of the makers of these furnished upon request



A Delightful Lather
And Lotion in One!

Think of what this means to every man who shaves 365 days in the year. A perfect, ready-prepared lather that softens the beard at first touch—and makes shaving easier and quicker. No powder or lotion is required afterward. For Uhry's DeLUXE Shaving Lather is an antiseptic, soothing lotion in itself. Made of pure edible oils. No caustics. That cooling, refreshing afterglow is distinctly characteristic of Uhry's DeLUXE Shaving Lather.

Ask your dealer. If he cannot supply you at once, send us his name and 50c and we will mail you a large tube of DeLUXE Shaving Lather.

It's Worth Demanding

NO
Brush
Soap
Cup
Rubbing

Spread on Face
SH
Spread with Fingers Then Shave That's All!
F. UHRY & CO.
DE LUXE
SHAVING LATHER
A READY MADE LATHER
USE With Any Safety or Open Blade Razor

In tubes and 1-pound jars

Dealers: Ask your jobber

(Entered U. S. Patent Office)

F. UHRY & CO.
CHICAGO
Sole Makers

PERSONAL GLIMPSES
Continued

who have come are looking for the first means of leaving. A sojourn of any morning at the American Consulate in Jerusalem will show the observer where they are all heading for, no matter whence they came. Those who once made up their minds to leave Russia apparently left it for good. Those who came from England are for the most part not allowed to return to that country. A new law recently passed there prevents this. Hence the most tangible result so far of the Zionist movement is to have evacuated a considerable number of Jewish families from various parts of Europe to America via Jerusalem.

Even those who have come from America under the auspices and protection of Zionist societies to form "model communities," and are reproached by the rest for their idle and care-free existence here at the societies' expense, soon tire of this monotonous life, unvaried by the work, pleasures, and excitement that they have been accustomed to in American cities, and want to go back. The "return to Zion," they say, is not as it was painted.

THE LAST NEW YORK WHALEBONE SHOP CLOSED ITS DOORS

DAME FASHION'S whimsies have caused the growth and decline of many trades and callings, and through her fickleness New York City has lost an industry that was unique, and, not so long ago, indispensable. The last whalebone-merchant in that city has closed his shop, and the big sign, "whalebone," which was painted across the front of an old building on Duane Street, must soon give place to something more modern, tho inevitably less picturesque. Writing in the New York *Evening Post*, Robert G. Skerret gives an account of the career of George Messmann, the "last of New York's noted whalebone dealers." He lets Mr. Messmann tell his own story:

I had that sign painted large and white because I learned as a mere lad that advertising pays. Indeed, it was an advertisement that gave me my start when the time came for me to get out and hustle for myself. My father left Germany during the troublous period of 1848, for his Republican ideas did not fit in with the views of the royal authorities of Prussia. He came here with very modest means, and the family grew faster than his purse. I was one of five boys, and as soon as I had got a public-school training it was made plain to me that I should have to do something toward my own support. The crucial question was, What?

Happily, on February 8, 1864, William Forster advertised in one of the daily papers that he wanted, at 161 Duane Street, a boy who could speak German. While I spoke the tongue only to a very limited extent, I had a wider understanding of it, and hoped that that knowledge would suffice. So, with some other youngsters, I mounted the steps to Mr. Forster's office. We were asked a few questions and then called upon to write the proprietor's name, and right there my schooling served me well. Mr. Forster liked my writing and told me to report the next morning at half-past seven. My first job was to sweep out the shop, and the next thing I was set to counting tiny rods of whalebone.

For two years Messmann worked around the shop, learning the trade, and was able to buy out the business in 1890. He has always been conservative, for he says:

I have kept the fittings of this establishment just as they were when Mr. Forster first took me on. It has given me a lot of pleasure to retain that original atmosphere, and I think the familiar setting has had much to do with making me forget my gathering years. I have had continually about me the visible reminders of my boyhood. . . . . .

My business card during the three decades of my proprietorship has been exactly like those of my predecessors, save for the substitution of my own name. That spouting whale in the upper left-hand corner has been a sort of trade-mark familiar to our customers.

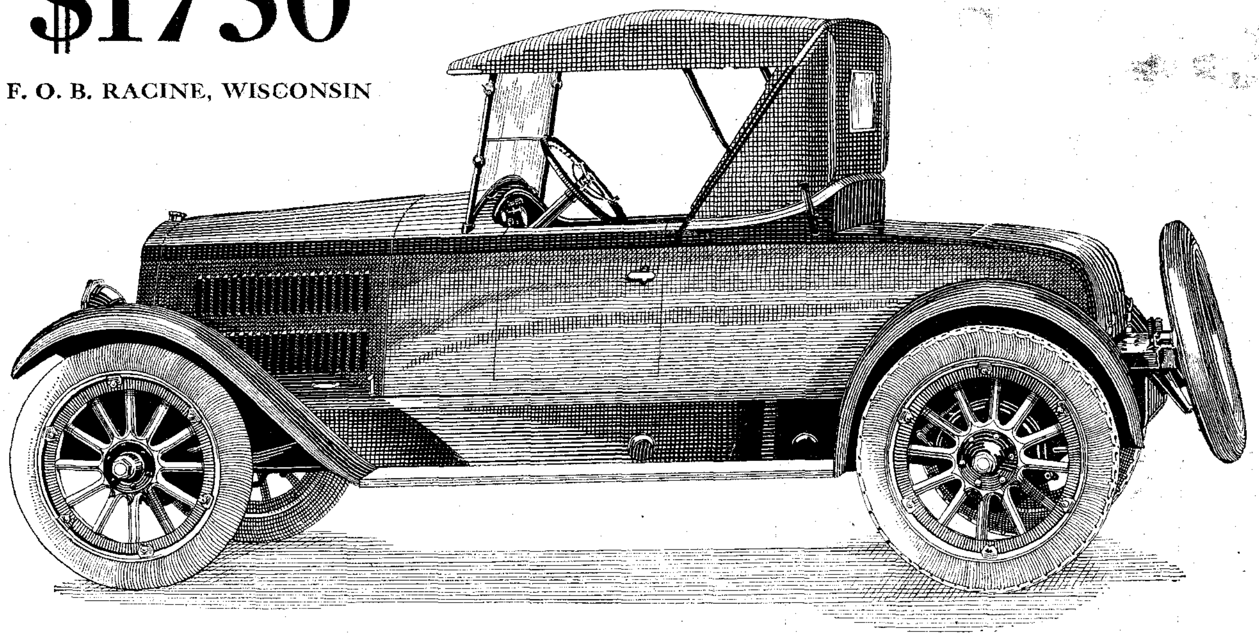
It probably falls short of the present-day standards of art in advertising, but our friends knew that it stood for the best in whalebone. In the same way that I have held to old-fashioned things, I have kept aloof from the essentially modern. I have clung to gas for lighting, while my neighbors have generally adopted electricity, and somehow I could not take kindly to the telephone in business. You see, many of our customers have been of the feminine sex, and women are just naturally a bit impatient. I realized that with a telephone at hand I should have to give a good deal of my time explaining why I had not delivered orders for whalebone. I knew that they would get the stuff as soon as it was ready, so why waste time talking about delays that could not be helped?

The invention of substitutes rang the knell of the whalebone business. So long as the price of the genuine article was comparatively low, the business flourished, but when greedy dealers began to charge up to six dollars a pound for the raw material, the users decided they would have to get along without whalebone. Then were produced "featherbone," gutta-percha, and other makeshifts, none of which, however, can equal whalebone in lightness, elasticity, and durability, in the opinion of the old whalebone merchant. Mr. Messmann told of the business when it was at its best, and of the problems he had to meet to keeping it going:

I used to think nothing in the days gone by of handling a matter of thirty thousand pounds of whalebone in the course of a twelvemonth. My working force at that peak of the business numbered twenty-five cutters. You can imagine how I felt when I had to let my men go, one by one, until I had not enough to do to warrant holding more than two or three. In these days of labor agitation, let me say that I never had a strike, and more than once I have actually had to order my foreman away to make sure that he would have a vacation. Our working hours have been the same since I came here in my teens. We have started at seven-thirty, have had half an hour at noon, and closed invariably at half-past five. Sundays have always been holidays, and for the other holidays the men have been paid without question. They could

$1750

F. O. B. RACINE, WISCONSIN



Mitchell

Seats *three* comfortably

Shows a generous value policy throughout

THE New Mitchell Roadster, pictured above, is an example of the Mitchell policy of giving more than is usual.

The seat is extra wide—roomy enough for a third person. For Mitchell to give this overage might not be necessary, but Mitchell never skimps in any way.

Another example is the extra fine chassis construction. Note all the betterments. The Mitchell frame includes extra bracings. Timken thrust bearings are on *all* four wheels.

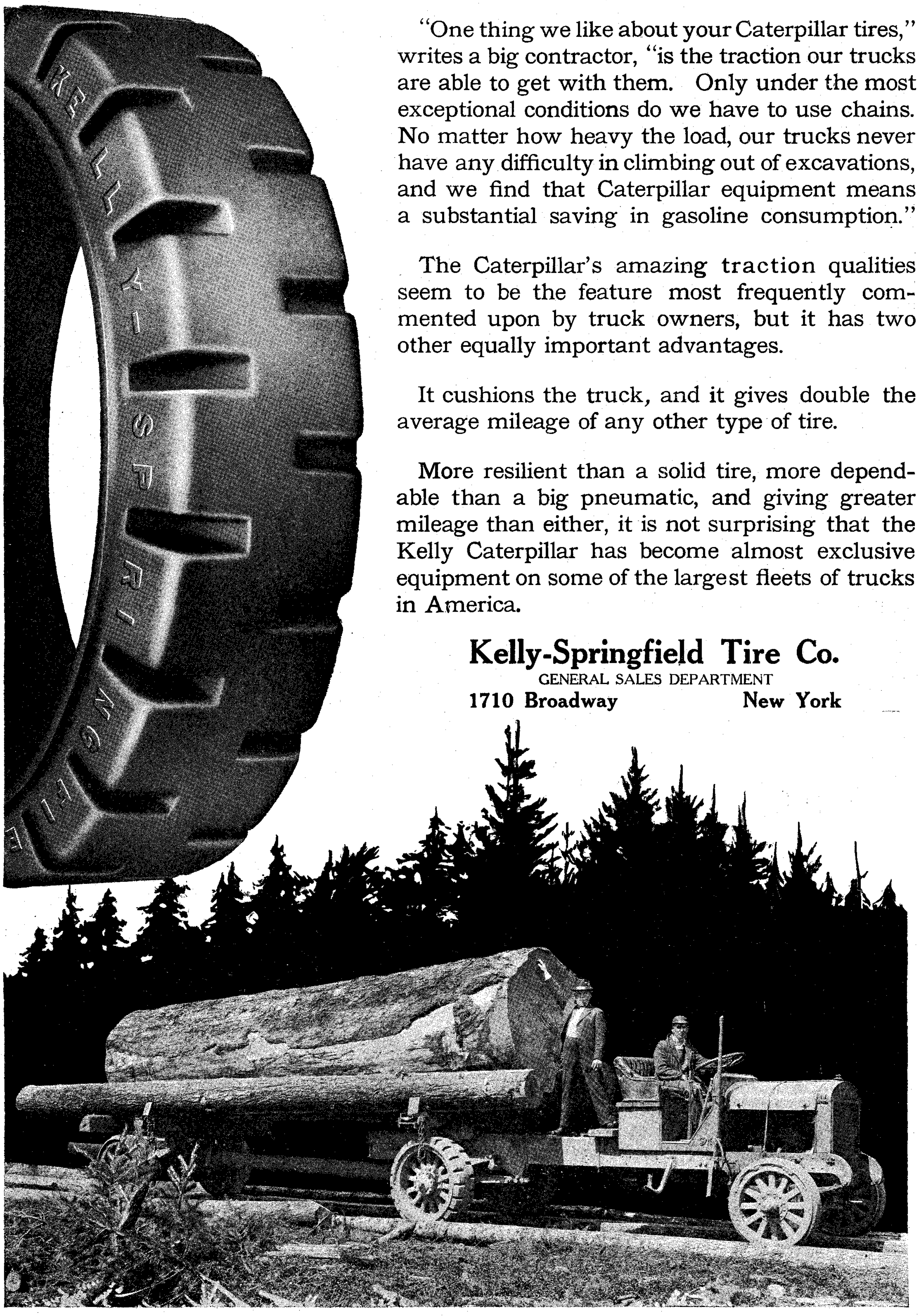
The Mitchell has especially long cantilever springs, built with rebound leaves that make shock absorbers unnecessary. We attain the limit in comfort by being unsatisfied with the ordinary. A ride in a Mitchell is a revelation of what riding quality can mean.

Throughout the car, as you examine it and contrast it with cars of equal price, you will find many evidences of a generous policy. And that policy is due to the fact that the New Mitchell is built complete in one plant, including bodies and tops. Thus we save in countless ways and the savings go into the cars.

Write for an illustrated description of the New Mitchell models, or visit a Mitchell dealer.

MITCHELL PRICES: *Five passenger Touring Car, $1750; Three passenger Roadster, $1750; Five passenger Sedan, $2900; Four passenger Coupe, $2800. All prices f.o.b. Racine, Wisconsin, and not including war tax.*

MITCHELL · MOTORS · COMPANY · INC · RACINE · WISCONSIN



"One thing we like about your Caterpillar tires," writes a big contractor, "is the traction our trucks are able to get with them. Only under the most exceptional conditions do we have to use chains. No matter how heavy the load, our trucks never have any difficulty in climbing out of excavations, and we find that Caterpillar equipment means a substantial saving in gasoline consumption."

The Caterpillar's amazing traction qualities seem to be the feature most frequently commented upon by truck owners, but it has two other equally important advantages.

It cushions the truck, and it gives double the average mileage of any other type of tire.

More resilient than a solid tire, more dependable than a big pneumatic, and giving greater mileage than either, it is not surprising that the Kelly Caterpillar has become almost exclusive equipment on some of the largest fleets of trucks in America.

Kelly-Springfield Tire Co.
GENERAL SALES DEPARTMENT
1710 Broadway New York

PERSONAL GLIMPSES
Continued

always be sure of getting their money each Saturday evening.

I have had my fight with would-be monopolies, but I won out with the odds against me for a while, thanks to loyal customers and Ye Olde Tavern which I started on the ground floor as an added source of revenue when things looked blackest ahead. In the days when the Pacific Steam Whaling Company was one of the principal sources of whalebone there were eight bone-cutting houses in New York City. Then the Pacific Company decided to catch and to manufacture its own product. Of course, this was for no other purpose than that of controlling the prices of the marketable article. Right off raw bone jumped to six dollars a pound. Just what this means can be understood when I tell you that a big whale yields quite two thousand five hundred pounds of the material.

The heavy hand of the would-be monopoly was laid on me shortly afterward when a local agent of the Pacific concern asked me to call at his office, where I met a pompous person of the name of Blank, the commodore of the whaling fleet. Like the bluff sailor that he was, he bluntly told me the Pacific Steam Whaling Company wanted to buy me out and asked me to name my price. The proposition staggered me, for it meant rooting me out of a business that I looked upon as my life-work. I sparred for time and said I would give my answer the next day—determined to take counsel with my missus. Old Blank laughed in my face when I set my figure, and in plain terms told me to go home and think again. Shortly afterward he made a second offer, but I did not like that one, either, and my counter-terms were too high. The commodore then gave me a broadside of seagoing abuse and threatened that his people would proceed to freeze me out.

When I got back to the shop I had plenty of food for thought, and a lot of it was not particularly palatable. Those Pacific people had me at a disadvantage, for I had to depend upon them for baleen, and they could dictate the price. Worse still, they tried to cut the props from under me by offering to sell to my customers for a full dollar a pound less than I could let them have it. And now here is where Ye Olde Tavern helped me out of a tight place. At the time the ground floor was vacant, and I determined upon a gamble, at a considerable cost, by turning the space into a restaurant. A number of big dry-goods houses stuck by me and refused to have any dealings with the Trust. Those loyal firms and the tavern kept my head above water during the two doubtful years that followed before the greed of the monopolists drove their enterprise upon the rocks. Something else tided me along during that anxious period, and I learned the money-making meaning of a by-product.

Every slab of baleen has a part where the material begins to split. This can be cut only in short lengths, and normally, had little, if any, market value. At the time, in Europe, I had among my customers makers of military caps, and to them I could sell the stuff at a good figure, whereas no one here wanted it. I was able by this opening to dispose of every bit of my bone, and this helped me outwit the big rival that was bent upon crushing me, and did, indeed, drive many of my fellows to the wall.

SONGS THAT GAVE PEP TO THE OLD-TIME PRESIDENTIAL CAMPAIGN

THE conspicuous absence thus far of songs designed to inject pep into the Presidential campaign is attributed, among other things, to the lack of inspiring material. The issues apparently do not invite to song. Of course, the election is still some time off, and in the meantime some genius of syncopation may bring forth a League of Nations jazz or an H. C. of L. fox-trot, but it doesn't seem likely, and in any event such music probably would not meet with much enthusiasm. A John Barleycorn dirge might go reasonably well as expressive of the feeling of a lot of disconsolate folk, but it would hardly induce anybody to come out and whoop it up for any candidate, particularly if the candidates continue to straddle the fence separating the "wets" from the "drys." It is further pointed out that just as the issues fail to inspire melody, so there is nothing in the personalities of the candidates to make anybody break out in song. They lack the magnetism, it is said, which creates fans, such, for instance, as the colorful qualities of a Roosevelt or the silver-tongued persuasive powers of a Bryan. Also, the telephone, the telegraph, the newspaper, and the magazine, to say nothing of the deluge of campaign literature and the "canned" speeches, all contribute to make superfluous in these degenerate days the campaign singing, the torchlight processions, the fiery campaign oratory, and all the other methods employed to arouse the populace in the good old days. "Them was the happy days," and their brave spirit is reflected in an anthology of campaign songs of that bygone period recently collected by Sydney Williams and set out in the New York *Evening Post*, from which we quote as follows:

The most sedate of all, and probably the first, is one in which Paine extols "The Father of His Country":

Should the tempest of war overshadow our land,
Its bolts could ne'er rend Freedom's temple asunder;
For unmoved at its portals would Washington stand,
And repulse with his breast the assaults of the thunder.
His sword from the sleep
Of its scabbard would leap,
And conduct with its point every flash to the deep!
For ne'er shall the sons of Columbia be slaves,
While the earth bears a plant or the sea rolls a wave.

The jazz element enters campaign verse with the candidacy of Thomas Jefferson. And we note prefiguration of "One Hundred Per Cent. Americanism' ':

The Federalists are down at last,
The Monarchists completely cast,
The Aristocrats are stript of power,
Storms o'er the British faction lower.
Soon we Republicans shall see
Columbia's sons from bondage free!
Lord! how the Federalists will stare
At Jefferson in Adams's chair!

Andrew Jackson, the idolized and fiercely hated leader, stimulated bards. His followers fancied most a song celebrating his defeat of Pakenham in the Battle of New Orleans:

You've heard, I s'pose, of New Orleans,
It's famed for youth and beauty;
There are girls of every hue, it seems,
From snowy white to sooty.
Now, Pakenham had made his brags,
If he that day was lucky,
He'd have the girls and cotton bags,
In spite of Old Kentucky!
But—
Jackson, he was wide-awake,
And was not scared at trifles,
For well he knew Kentucky's boys,
With their death-dealing rifles.
He led them down to cypress swamp,
The ground was low and mucky;
There stood John Bull in martial pomp,
And here stood Old Kentucky.

One of the highly picturesque campaigns was that of 1840, when "Tippecanoe and Tyler, too" rolled on to victory with their log cabin and hard-cider exhibits. A pioneer in barber-shop minstrelsy wrote for them a ditty with an undying line:

What has caused the commotion, 'motion, 'motion,
Our country through?
It is the ball a rolling on, for Tippecanoe and Tyler, too.
And with them we will beat Van!
Van is a used up man!

In the same campaign Maine produced a jingle with an enduring sentiment:

She went hell bent
For Governor Kent.
For Tippecanoe and Tyler, too;
For Tippecanoe and Tyler, too.

The dinner-pail argument got into the Clay-Polk campaign in 1844:

Here's a health to the workingman's friend,
Here's good luck to the plow and the loom!
Him who will not join in support of our cause
May light dinners and ill-luck illume.

Both sides "joined."

Frémont was a candiate of rare picturesqueness. "The mustang colt," his supporters called him. And sedate Buchanan was "the old gray nag" that suffered by comparison:

The mustang colt is strong and young,
His wind is good, his knees not sprung.
The old gray horse is a well-known hack,
He's long been fed at the public rack.
The mustang is a full-blooded colt,
He can not shy! He will not bolt!
The old gray nag, when he tries to trot,
Goes round and round in the same old spot!
The mustang goes at a killing pace,
He's bound to win the four-mile race!
Then do your best with the old gray hack,
The mustang colt will clear the track!

The Lincoln of 1860 was a derided candidate. Proslavery men grew foul-mouthed in reflections upon his mental and physical characteristics. One of their sweeter efforts in doggerel went as follows:

Tell us he's a second Webster,
Or, if better, Henry Clay;
That he's full of gentle humor,
Placid as a summer's day.

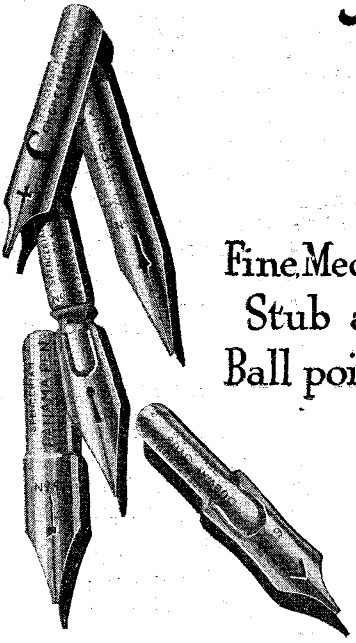
Tell again about the cordwood;
Seven cords or more per day;
How each night he seeks his closet,
There alone to kneel and pray.

Any lie you tell we'll swallow—
Swallow any kind of mixture;
But, Oh, don't, we beg and pray you—
Don't, for land's sake, show his picture.

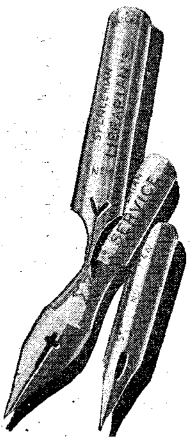
When Andrew Johnson made his "swing around the circle," seeking vindication still denied, the satirists made merry:

Just before the election, Andy,
We are thinking most of you,
While we get our ballots ready,
But, be sure, they're not for you.
No, dear Andy, you'll not get them,
But you'll get what you deserve—
Oh, yes, you'll get your leave of absence
As you swing around the curve.

The Standard for over half a century



Fine, Medium, Stub and Ball pointed



SPENCERIAN
PERSONAL
Steel Pens

Spencerian Pens are as tried and true as your old copybook axioms. They are better than ordinary pens because they write smoother and last longer. We want you to know the superiority of Spencerian Pens. *Send 10c for ten different sample pens and a pen holder.*

SPENCERIAN PEN CO.
349 Broadway, New York

PERSONAL GLIMPSES
Continued

The first time Grant ran, Republicans united in a parody of "Auld Lang Syne":

Should brave Ulysses be forgot,
  Who worked so long and well
On fields where fires of Death were hot,
  And brave men fought and fell?

In 1872 Grant distanced Greeley. But four years later he encountered the third-term argument in his own party. And songs of derision succeeded hymns of praise. One went thus:

"It will be a damned shame," cried Fred,
"If father is not nominated";
And so when the shame
Came out through Jim Blaine—
    Our Fred
    Bowed his head.
Wept like a water-cart, it is said,
And howled like a bulldog under a shed.
    He said with eyes red,
    "The Empire is dead;
They ain't got any use for our anointed head."

Garfield was good material for the balladist:

He early learned to paddle well his own forlorn canoe;
Upon Ohio's grand canal he held the hellum true.
And now the people shout to him, "Lo, 'tis for you we wait.
We want to see Jim Garfield guide our glorious Ship of State."

ROOKIES WHO WERE MADE GOATS FOR THE GAIETY OF THE ARMY

THE pranks played on the rookies will be among the things recalled with glee by veterans of the Great War when they get together in reunions in the years to come. Every trade has its tricks perpetrated for the benefit and at the expense of the novice, and soldiering is no exception, as nearly every youth had occasion to learn shortly after he donned the O. D. and found himself unwillingly and unwittingly contributing toward making war merry. "The army without the rookie would be like a bar without a brass rail—nothing for the weary customers to rest on," according to the hardboiled. While the practical jokes played upon the unsuspecting youngsters when they first began to serve Uncle Sam were no doubt a little rough, it was not long before they learned the ropes. For a few weeks they would swallow hook, line, and sinker in their breathless anxiety to make themselves useful amid surroundings entirely new, and likewise mysterious and somewhat terrifying. But after they had seen a few tricks pulled they got wise and looked upon all propositions with suspicion, especially such as had the earmarks of errands of mercy. "A boob in the army is made over faster than in any other organization," says a writer in *The American Legion Weekly* (New York), from whose reminiscences dealing with stock and spontaneous army jokes we quote:

If it is a warm day within the wigwam and the flies are holding their usual convention, the rook may be sent to the grease-wagon for a bucket of steam in order to steam out the flies; or a call may be sent from the supply-tent for the new men to fall in for the O. D. issue of umbrellas or the summer hat. A rook may even clash with a supply department non-com in a try for some O. D. hose.

Frequently the rooks complain to the supply sergeant that they are shy on equipment, such as the O. D. vest or garters. One boy from the country who had always worn suspenders has been known to go over the topper's head and reach the skipper with a complaint that the army belt hurt his stomach.

Altho the rookies of 1918 thought they were veterans by the time they bucked open order, a bird would occasionally be sent from a line of skirmishers to the colonel's headquarters for a piece of skirmish line. This same stunt was frequently pulled on the target range, when an excited rook would rush off for some firing-line. The O. D. range-finder has also been searched for as well as the gun-silencer.

Not infrequently, on his first guard mount, a rook would hurry forth in his freshly cleaned equipment to the general's headquarters in a frantic endeavor to get the key to the parade-grounds. One lad, bucking for orderly, went to the stable for a mule for guard mount.

The rookie's first trial in striking the pup-tents was always fraught with much trouble. If his tent-pegs were missing, and they usually were, some one would proffer advice that the top kick had a handy supply of rubber ones, brought along for an emergency and stored in the company clerk's field-desk. The pup-tent sky-hook was often lost, and many a rook has sought in vain for these accessories. During cold weather rooks have gone for a scuttle of coal for the pup-tents and in rainy weather they have sought for the folding ditches.

Mess sergeants were often bothered by rookies anxious to get their issue of toothpicks or a meat auger. Bootleg coffee was considered great stuff by the vets and an occasional rookie has endeavored to try it out. After a few days on a busy drill many a rook has sought the more refined and orderly job of M. P. A veteran buck in the Southern training-camp formed a mule squad consisting of rookies, and they manicured the corral and mules for days while training the mounts. Their duties were to patrol the streets of the town mounted on the fence-busters. The guffaws of the large crowd that gathered to watch them water the punishment-absorbers sobered their pent-up desires to enforce heaven's first law, order.

The non-coms frequently framed rooks, striking off warrants and giving them commissions of much dignity. One evening overseas the skipper and looey of a certain outfit had gone into town, leaving at their headquarters a dog-robber. The sergeant went into the tent and lay down on the skipper's bunk, sending the gear-polisher for one Levinsky, a rook of the first water.

Levinsky stood at attention just outside the tent, announcing his presence by speaking properly in the third person. From within came the stentorian voice of the supposed chief. Levinsky was complimented much and often, and finally hurried away bubbling over with enthusiasm because he had been appointed a corporal.

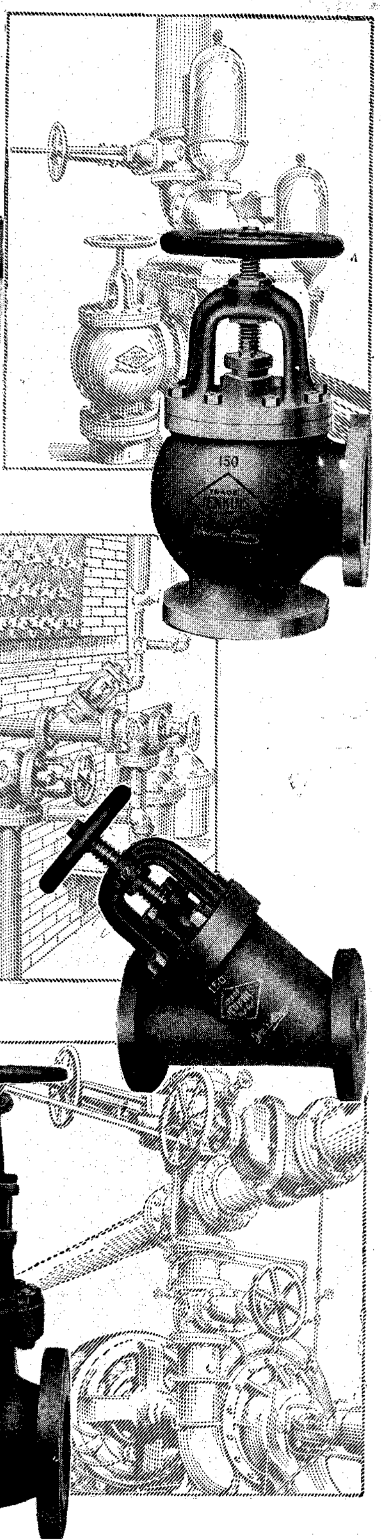
Levinsky took over a squad and on line the next morning reported all present with much gusto, but the skip looked him over and reduced him so far that Levinsky never thereafter even dreamed of becoming a private first class.

Fellows going overseas fell for a lot of stuff. One bunch of new men joined an outfit in the South, soon to embark, when the company clerk announced one evening

REG. U.S. PAT. OFF. TRADE JENKINS MARK

Jenkins Bros

faithful in every service



"I CAN install Jenkins Valves and forget them because I've found they are safe and dependable in every service." This is the common testimony of the experienced engineer, the man on the job, who knows valves and what they are called upon to do.

Over fifty-five years of practical manufacturing experience and a thorough knowledge of valves and valve requirements in various services has taught us that a valve, to be safe and dependable under all conditions, must be heavy and so proportioned that there is no weakness at any point.

Jenkins Valves are heavy. The metal used, whether it be brass, iron, or steel, is of the best quality and in each case is properly distributed, giving the valve correct proportion. They are designed throughout for the maximum service, not merely the average—and so tested before they leave the factory.

Jenkins Valves are used for steam, water, oil, air, gas, chemical, and other services. They are made of brass, iron, and steel in various types and sizes. Genuine Jenkins Valves are known by the name "Jenkins" within a Diamond Mark cast on the body. They are obtainable through supply houses everywhere.

Engineers, Architects, Contractors, Plumbers, Steam Fitters, Building Owners, and others interested in valves are invited to write for descriptive literature. We also welcome inquiries from manufacturers, who incorporate valves in their products. Home owners and builders will be supplied with interesting booklets on Plumbing and Heating Valves.

JENKINS BROS.

80 White Street - - - - - New York
524 Atlantic Avenue - - - - - Boston
133 No. Seventh Street - - Philadelphia
646 Washington Boulevard - - Chicago
St. Louis Pittsburgh Washington San Francisco Havana

JENKINS BROS., Limited

103 St. Remi St., Montreal, Can.
6 Great Queen St., Kingsway, W. C. 2, London, Eng.

Jenkins Valves

Since 1864

For Pretty Teeth—
Do This

PLACE a small quantity of Drucker's Revelation Tooth Powder in your hand. Wrap a clean handkerchief or piece of sterile gauze around your finger. Dip this into water and then into the powder, and rub any stain on any tooth. See how easily the stain is removed. Or, brush all your teeth with "Revelation" and see how quickly they are made pearly white.

Tested 14 Years By Dentists

THE woman who uses Drucker's Revelation Tooth Powder is admired for her pretty teeth—because "Revelation" keeps her teeth lustrous and free from tartar and decay, her gums firm, pink and healthy.

Fourteen years ago we submitted Drucker's Revelation Tooth Powder to a test by DENTISTS ONLY. We stated it had been perfected to arrest fermentation and take off all fermentative film *without grit*, which is dangerous to teeth and gums.

Year after year since that time thousands of dentists have made, at our request, the simple TEST that proves the incomparable cleansing value of Revelation Tooth Powder and have acknowledged our claims as to its prophylactic qualities overcoming the causes of most tooth and gum troubles.

As a result of this TEST BY DENTISTS, we were called upon to supply 1,000,000 cans of "Revelation" to the public last year. This shows that women and men usually follow their DENTIST'S ADVICE, for we did no advertising.

Any dentist will tell you that daily use of glycerine or oil will soften your gums. Consequently "Revelation" is NOT made in PASTE FORM.

Your druggist now has Drucker's Revelation Tooth Powder or can get it easily from his jobber. Or we will supply you by mail. Regular price 35c, with guarantee of satisfaction or money refunded.

Made only by

August E. Drucker Co.
SAN FRANCISCO
Branches
NEW YORK and CHICAGO

PERSONAL GLIMPSES
Continued

right after taps for the new men to fall in for overseas medals.

A topper of this same outfit had a lot of Bibles, thick and heavy, which had been the company property a long, long while, but which were very, very dusty. When it came to packing for the big show it was a question what to do with the Bibles. Finally the topper sent for the new men, and as they reported in single file he handed them each a Bible, explaining that it was the regular issue and part of the equipment. A couple of these beetles couldn't even read English, but they glommed on to the Bible and laid it aside only when prest for wind on long hikes, weeks later.

More than one rookie has reported to the company clerk as an orderly or Sibley engineer. A buck once sent a rookie to the colonel's tent as orderly. The colonel gave him a seat and a good cigar, and before he left he had horned in for a furlough.

The way of a veteran buck with a rookie must needs be hard. Over near St. Omer, in France, a unit was camped on the hillside, having moved into some tents which had been used regularly by the British. In front of the topper's tent on one company street was a huge pile of mallets which had been used to drive the long tent-pegs into the hard ground. The unit was to move forward to the line the next day, and everybody was on edge. A rook passing the tent asked the company clerk what the mallets were for.

"Trench-raiders," he said, "silent trench-raiders. Haven't you got your issue yet? There's to be a trench-raider inspection this afternoon."

The rook went off with the trench-raider and started to polish it up, the while he wised up a number of more or less agitated soldiers to go up for the same article. More than a dozen members of the company fell, including a second looey's dog-robber.

The dog-robber got his issue and also that of his officer, this being a short-stick raider, made especially for officers, so the dog-robber was told. When he started toward headquarters carrying the raiders quite some throng gathered in the street. The customary snappy salute was offered upon the altar of discipline and the silent raider handed over. Before the day was over the silent trench-raiders were being distributed to rooks throughout the camp.

A rook hit a Southern training-camp after a month of service and wanted a furlough right away, alleging that he had been away from home a long time, and, besides, had only one mother. The bucks told him to go high and far, and the newcomer walked right past the topper's tent and bearded the skip in his den. Having lost the case, he reported back to the ringleader of the veterans. He was told to see the officer of the day and get permission to consult the guard-house lawyer, the legal adviser for all rookies as well as for prisoners.

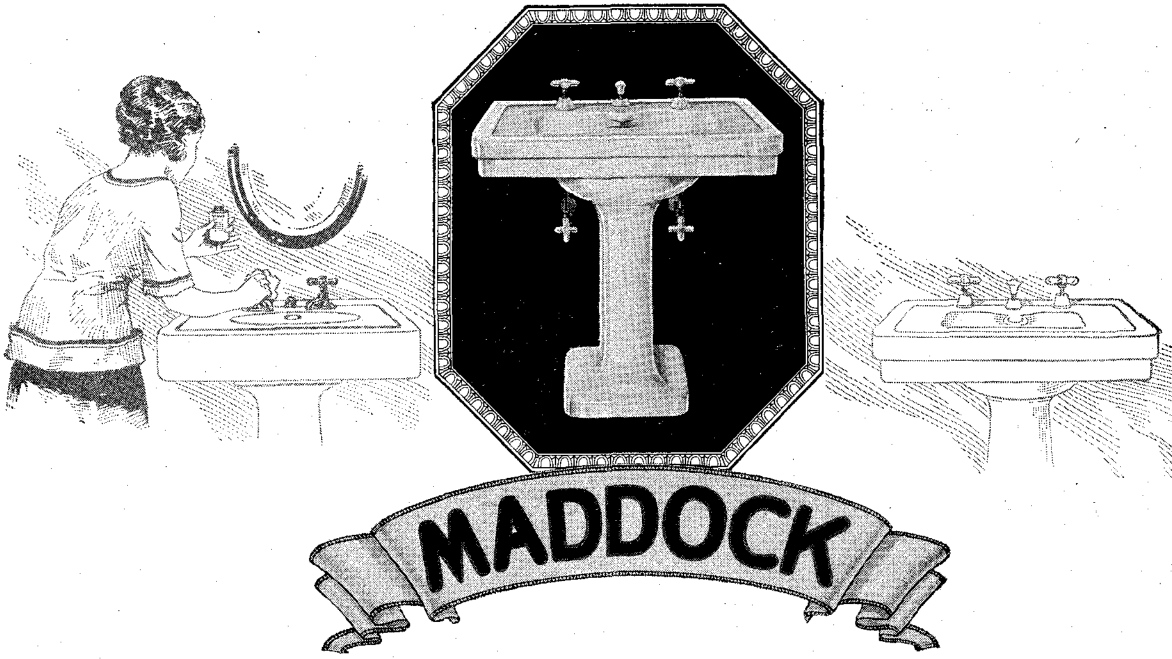
Even "first-class private" sounds formidable to a bird who only knows an officer as "old man" or "boss," as a rook Italian always addrest his captain. Many a rookie has broken some minor rule around the pyramid and been sent forth by the three-dollar-extra man to bury a match, digging an immense hole for the purpose.

One outfit got up a story that one of the boys had died and a rook was sent to every captain in the regiment for a donation. The wiseacres signed their own skipper's name at the head of the list. Sure enough, after several hours' toil, this innocent returned with a ten-dollar donation from ten out of eleven officers.

HUGO STINNES, WITHOUT TITLE OR OFFICE, CALLED THE BOSS OF GERMANY

AN obstreperous individual is Hugo Stinnes, the man who almost succeeded in breaking up the recent economic conference at Spa. "We will not be responsible for whatever Herr Stinnes may say," the German Government had warned the conference when the German magnate was invited to attend its sessions as an expert. Apparently his Government knew Stinnes and was fearful of the result when he should open up. And Stinnes ran true to form. Most of the delegates spoke sitting, we are told, but when Stinnes's turn came, he rose, banged the table and shouted, "I rise because I want to look the person I am talking to in the face." He then proceeded to tell the Allies that they would not get the German coal they demanded even if they stationed "niggers" at the mouth of every pit. Finally his speech became so insolent in tone that he was rebuked by the chairman, which caused him to moderate somewhat. His actions at this meeting seem to furnish an index to the character of the man who is said to be the virtual ruler of Germany to-day, "with a power hardly inferior in substance, if invested with much less glamour, than that of his late unlamented predecessor, Wilhelm the Last." Agressive, dynamic, the possessor of great wealth and apparently controlling practically every industry worth while in Germany, he goes on his imperious way running things with a high hand. Says Eugene S. Bagger in the New York *Times:*

> He is a king; he is more than that; he is a whole college or chapter of kings rolled into one. He is coal king, railroad king, steamship king, lumber king, wood-pulp king, celluloid king, newspaper king. He is also a deputy to the new German Diet, where he is a member of the German People's party. That is to say, he is a member of the party much in the same sense as Mr. Rockefeller is a member of Standard Oil. He does not belong to the party; the party belongs to him. Nominally he is a member; actually he is "It."
>
> Among his many kingdoms he regards coal the most important, the very foundation of his reign. "I build on coal," he once in the days before the war said to an American newspaper correspondent. "From coal you go [he meant, of course, "I go"] to iron and steel, and then to various industries, to ships and commerce; and coal will lead you to forests, to wood-pulp, and paper." There he modestly stopt, omitting to add, "and from paper to newspaper"; but there can be no doubt that even then he had in mind what the command of a country's paper supply implied. To-day he commands the paper supply of Germany; he owns forests and mills; he owns printing-presses; he owns about sixty dailies; and he is thus majority stockholder, so to speak, of German public



First to eliminate metal work from the slab of the lavatory

The elimination of metal from the fittings on the lavatory slab was a matter of gradual progress which had its beginning in 1904, when Thomas Maddock's Sons Company made the first integral supply nozzle lavatory. This feature, which supplied hot or cold water or any desired mixture of both from a single integral nozzle, did away with the use of metal faucets.

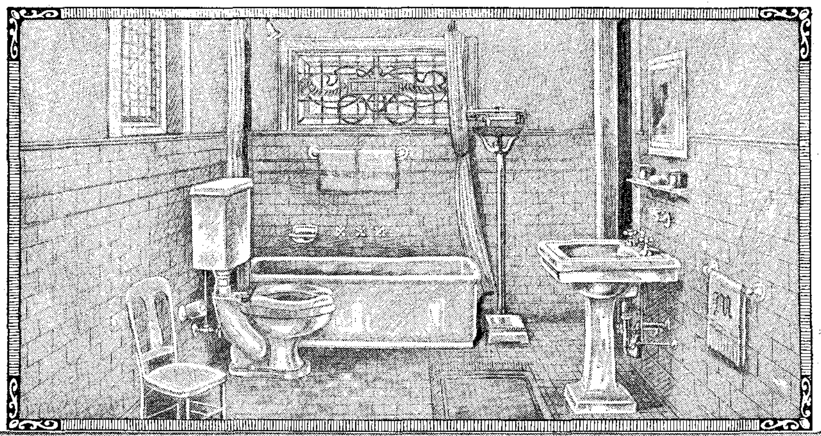
The chain and plug were displaced when the mechanical waste control with its china trimmings came into use. Then, with the introduction of vitreous china valve handles and escutcheons, the remaining metal parts were eliminated from the lavatory slab and the disagreeable labor of keeping metal work clean and bright was stopped for all time.

Made entirely of glistening, pure white, practically unbreakable vitreous china which will neither chip, crack nor craze, the Madbury Lavatory is now considered the finest example of "all white" sanitary plumbing equipment ever produced.

Those who appreciate the value of equipping a new home, or of modernizing an old bathroom, with fixtures of Maddock quality, should write for, "Bathroom Individuality"—mailed upon request.

Next to the doctor, the plumbing contractor is the most important man in each community in protecting the health of the family.

Thomas Maddock's Sons Company, Trenton, N. J.
OLDEST - SANITARY - POTTERS - IN - AMERICA —— ESTABLISHED 1859
Manufacturers of sanitary earthenware plumbing fixtures for bath, kitchen and laundry needs in the home; also sanitary ware for medical, industrial, commercial and public building installations
Branches: New York – Philadelphia – Chicago – San Francisco – St. Louis



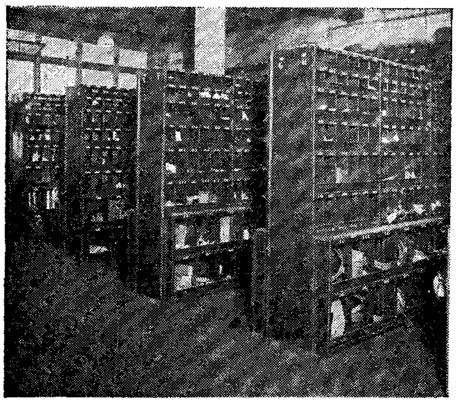
The fixture shown above is the ***Madbury.*** *A one-piece vitreous china lavatory of the pedestal type with integral supply nozzle and overflow cleansing device, both exclusive Maddock features.*

The valve handles and other slab fittings are also made of vitreous china, which eliminates the care required to keep ordinary metal parts clean.

This lavatory may also be furnished with center leg support, instead of pedestal, when so desired.

First in the industry — foremost since

DURAND
STEEL RACKS



WHAT is the nature of the commodity you handle?

Durand Steel Racks are equally adaptable to the storage of minute or bulky articles; small hardware, bars, billets, gears; dry goods or package supplies. They are scientifically designed to meet widely varying as well as fluctuating stocks.

Write our Engineering Department if you have stockroom problems.

DURAND STEEL LOCKER CO.
1505 Ft. Dearborn Bank Bldg.
Chicago
505 Park Row Bldg.
New York

BRONZE TABLETS
Free Book of Designs
Jno. Williams, Inc., 556 West 27th St., Dept. L.D., New York

WE SOLVE VIBRATION PROBLEMS

ARE the moving parts of your machinery in perfect balance?

If not, you may have vibrations with corresponding reduction of efficiency.

It is our work to study and eliminate vibrations.

Send for our booklet.

VIBRATION SPECIALTY CO.
Harrison Building
PHILADELPHIA, PA., U. S. A.

PERSONAL GLIMPSES
Continued

opinion. This is not a mere way of speaking; the People's party (the National Liberal) won the recent elections through and by Stinnes's control of newspapers plus the unlimited campaign funds put up by him.

His record in the world-war is a sinister one, but it remained unknown outside of the cabal of generals and industrial magnates until in February, 1919, Herr Erzberger told the National Assembly how he had removed him from the sphere of the Armistice Commission because Stinnes had been mainly responsible for the spoliation of Belgian factories and because he had induced General Headquarters to order the deportation of Belgian workers.

His baleful influence was bitterly attacked on the floor of the House last June, when Herr Breitscheid, the Independent leader, said that the plan of deporting Belgians and Frenchmen to forced labor in Germany was conceived by Stinnes; that von Bissing, the Governor-General of Belgium, carried out the deportations virtually under Stinnes's direction; that the destruction of workshops and wholesale theft of machinery in Belgium and northern France were suggested by him. These revelations were recently supplemented by a correspondent of the London *Times* who reported that to-day it is an open secret in Germany that Stinnes drew up the plan for the destruction of French coal-mines, and by a writer in *L'Europe Nouvelle*, who stated Stinnes had bought up for 28,000,000 francs a large block of Belgian enterprises, including public utilities, coal-fields, iron-mines and works.

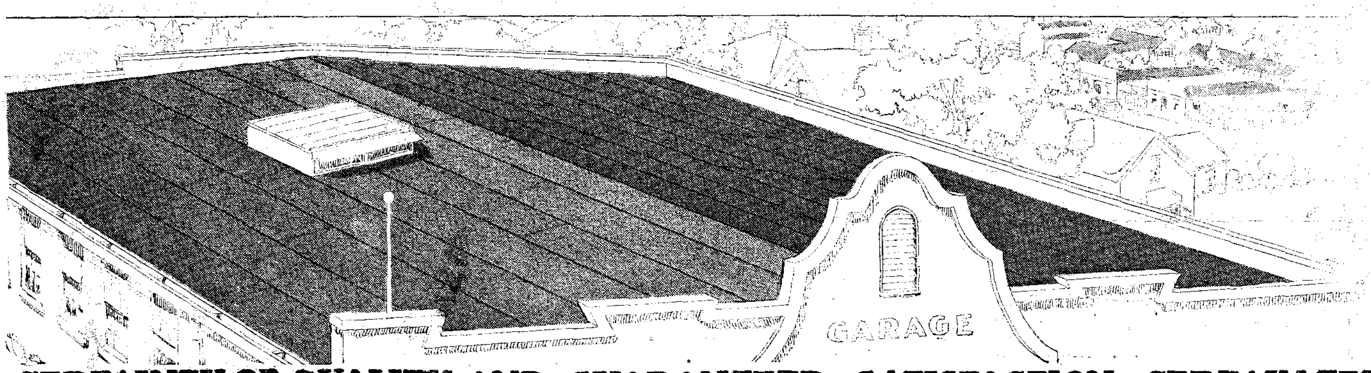
The defeat of the Germans prevented the German magnate's making the money out of the last-named transaction he had hoped, but apparently he is one of those astute individuals who arrange their affairs so as to win both coming and going, for it is said that even the depreciation of the mark which has played havoc with German industry and commerce at large, not only has failed to lose Stinnes anything, but, on the contrary, has netted him several additional millions. We read further:

> Stinnes has his specific way of dealing with labor. It consists partly in outbidding the demands of his workers, partly in terrorizing them into submission by ruthlessly administered pressure of the complex machinery of his wealth. He undermined the influence of trade-unions upon his employees by granting larger increases of pay than were asked for, and he anticipated the demand for a share in management by cleverly framed concessions. With strikes going on everywhere else, yet there are no strikes in Stinnes's establishments.
>
> Many of the German manufacturers opposed the plan of the Reichswirtschaftsrat, or national industrial parliament, a body dealing with economic matters and constituted on the basis of trade representation. Stinnes refused to be frightened by this German version of the Soviet; he went into it, and to-day his influence there is paramount.

The Economic Review, of London, translates and summarizes a recent article on Stinnes from the leading German financial journal, *Die Banke*. The German writer gets some consolation out of the thought that Herr Stinnes might be worse, but it does not greatly admire him nor his methods. To quote:

> We were living, as before the war, amid ordered political conditions, the events which have been taking place recently in the world of stocks and shares, and in the industries which have at their disposal ample credit from the banks, would be severely censured in the economic supplements of the more serious commercial journals. Only a few years ago considerable importance would have attached to such trifles as that a joint-stock company was "cooking" its balance-sheet, or was carrying on a capricious dividend policy, that a powerful industrial company was enriching itself at the expense of the small shareholders of companies allied to it, that an industrial magnate, by means of his own and other people's money, was obtaining control over multifarious spheres of production, or that a syndicate dominated by a few individuals was pursuing monopolistic aims. In those days the events which form the subject of numerous articles in the press under the heading, "The Stinnes Case," would, in their early stages, have aroused such a storm of protest that the Napoleon of the German industries would have been compelled considerably to circumscribe the limits of his authority. In those days, when capitalism ruled supreme, fear would have been engendered, and with good reason, that the gigantic schemes of a Stinnes with their exaggerated extension of the capitalistic idea would have a provocative effect and might well give rise to Socialist counter-measures of the most objectionable kind. As a matter of fact, Hugo Stinnes must be regarded as the incorporation of the capitalistic principle, as the representative of the last stage preceding the economic revolution, and as the great expropriator who, in accordance with the dictates of Marx, only requires to be expropriated himself to permit the means of production to pass without a struggle into the hands of the community.
>
> Even before the war Hugo Stinnes was an industrial potentate of the very first order. Having acquired large interest in coal and the means of forwarding it, he turned his attention first to ores and pig-iron, then to steel and semimanufactures, then to the manufacture of finished articles and engineering, then to the production of coke on a large scale, to gasification and chemical exploitation of pit coal, then to the construction of motors and ship-building, at the same time interesting himself in side-lines, *e.g.*, electricity, aluminum, the dis*tillation of lignite, and the production of* oil and petrol. At the service of all these ventures he placed, in addition to his fleet of river vessels, a powerful marine flotilla, and later on acquired large blocks of shares in the Hamburg-America and other lines. Some of the later stages took place while the war was going on, when efficiency had to be obtained at any cost, and when a premium was placed upon the amalgamation of industrial undertakings and their incorporation in the sphere of influence of an unfettered will. During the war a man who with unquestioned authority stood at the focal center of industry, and who, by pressing a button, could conjure up unlimited quantities of all that the military authorities required, became, naturally enough, the confident and instigator of the Government.

The area of roofs yearly covered with Certain-teed is greater than that covered by any other kind of prepared roofing. Certain-teed comes in rolls—both in the staple gray kind and the mineral-surfaced green or red, and also in green or red mineral-surfaced shingles for residences. Light, medium and heavy Certain-teed Roofings are guaranteed for five, ten or fifteen years respectively. The mineral-surfaced Certain-teed is guaranteed for ten years.



CERTAINTY OF QUALITY AND GUARANTEED SATISFACTION - CERTAIN-TEED

NOT even the many great Certain-teed factories could, unaided, give Certain-teed Roofing to the public at the present moderate price per roll.

Getting a product from the factory to the user often costs as much as its manufacture.

The large number of Certain-teed warehouses and hundreds of Certain-teed distributing centers provide an unusually inexpensive passage for Certain-teed from the factory to the user.

In some cities the average dealer is only an hour's haul by truck from a Certain-teed point of supply.

The saving of freight and handling charges effected by the Certain-teed system means a great deal to the purchaser of roofing.

In fact the Certain-teed distributing policy saves so much that, today, a roll of roofing generally costs the user less than it did years ago.

In the few places where the price is not lower, the increase is much less, proportionately, than the increased cost of labor and materials.

Certain-teed Products Corporation

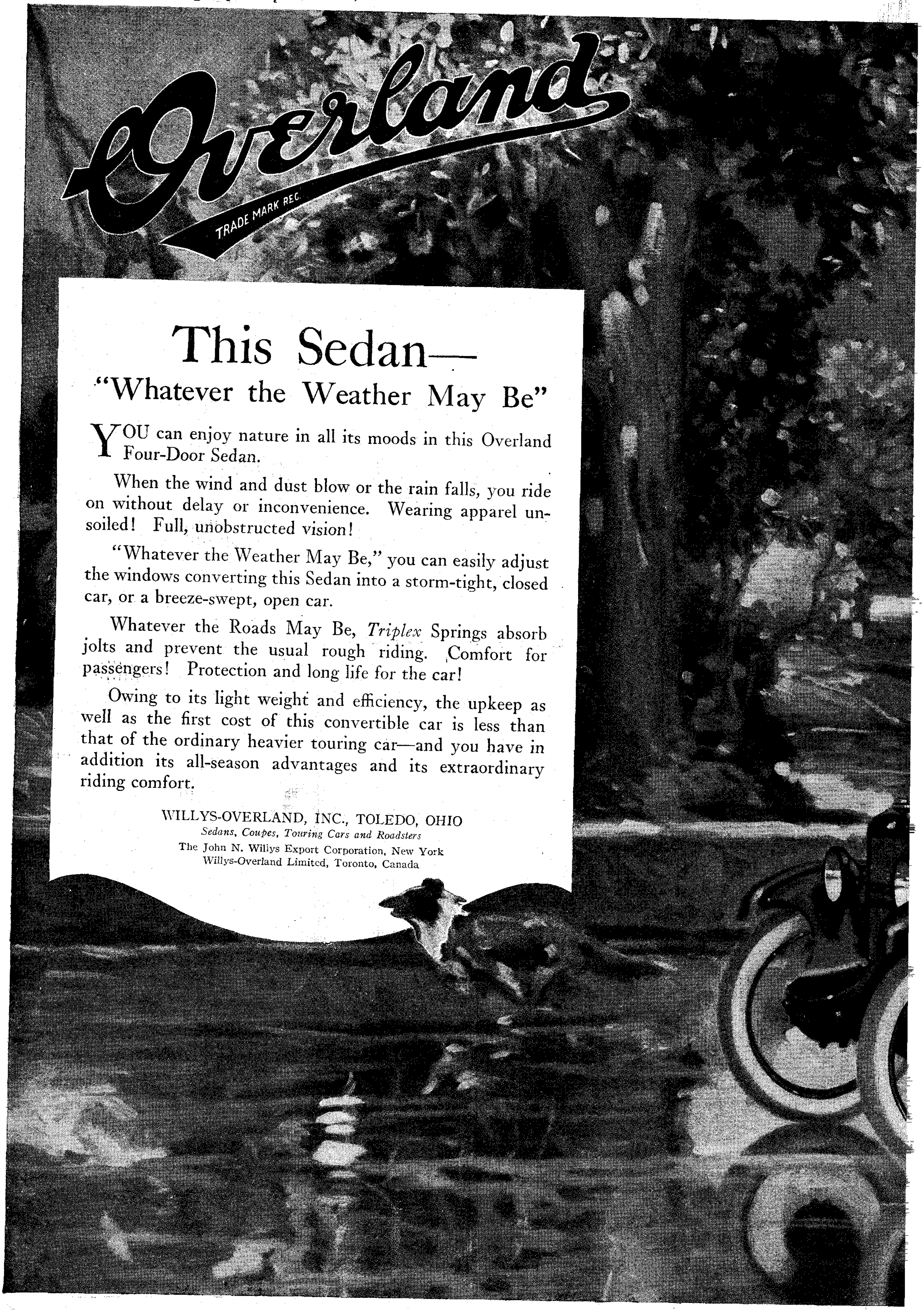
General Offices, Saint Louis
Offices and Warehouses in Principal Cities

1 SQUARE HEAVY
Certain-teed
ROOFING

Certain-teed

Certain-teed
HOUSE PAINT

PAINT · VARNISH · ROOFING & RELATED · BUILDING · PRODUCTS



This Sedan—

"Whatever the Weather May Be"

YOU can enjoy nature in all its moods in this Overland Four-Door Sedan.

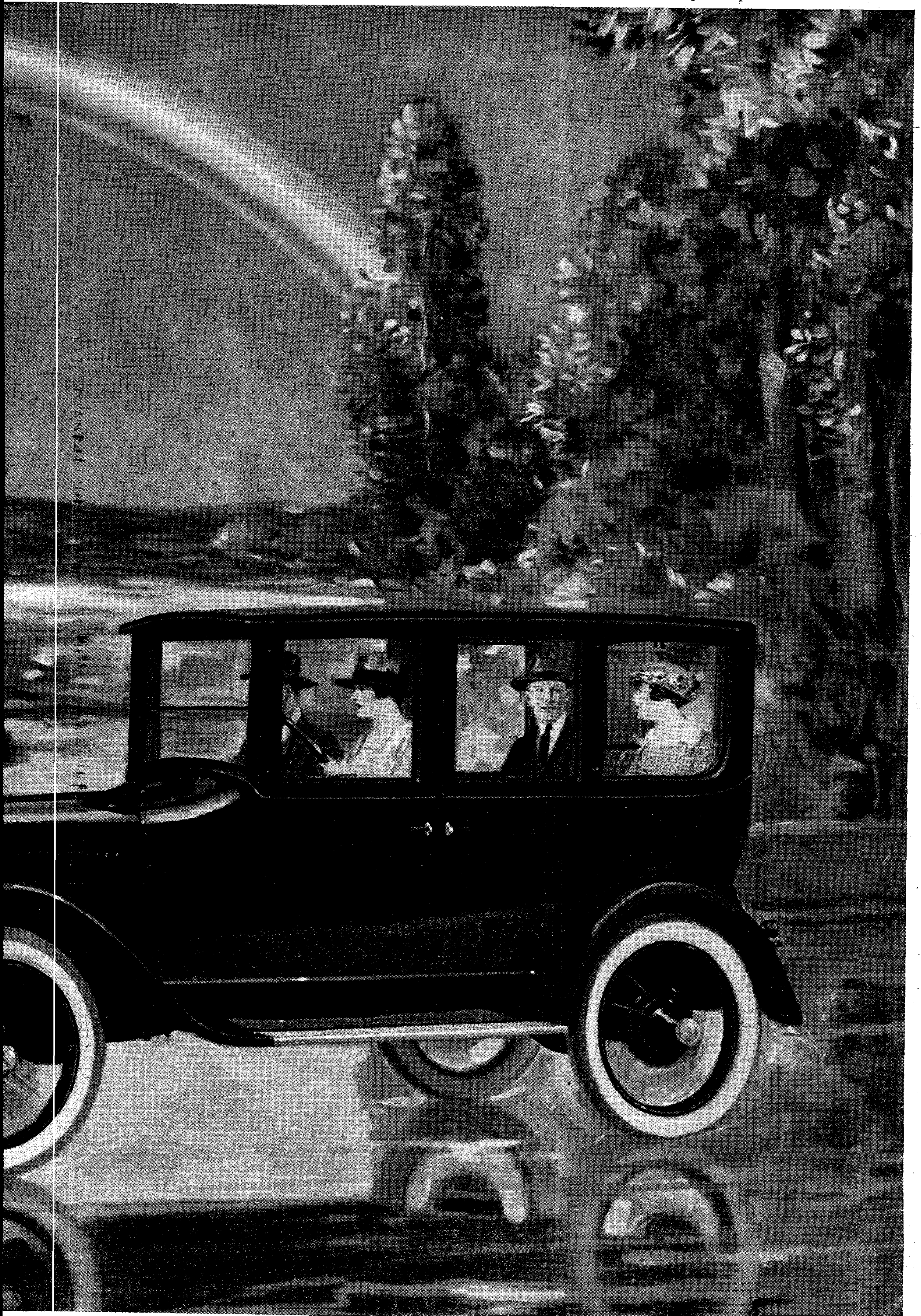
When the wind and dust blow or the rain falls, you ride on without delay or inconvenience. Wearing apparel unsoiled! Full, unobstructed vision!

"Whatever the Weather May Be," you can easily adjust the windows converting this Sedan into a storm-tight, closed car, or a breeze-swept, open car.

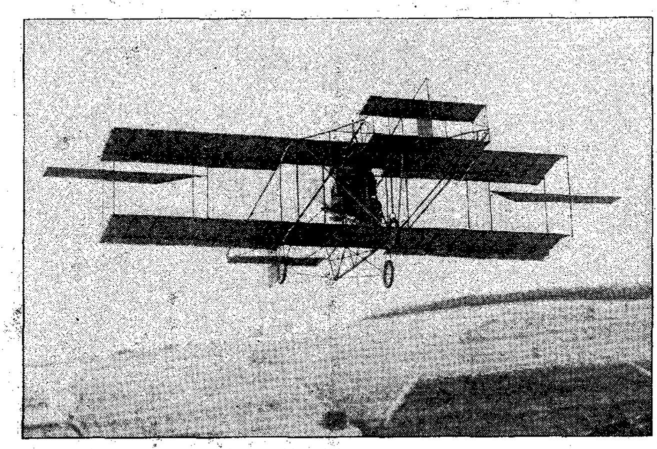
Whatever the Roads May Be, *Triplex* Springs absorb jolts and prevent the usual rough riding. Comfort for passengers! Protection and long life for the car!

Owing to its light weight and efficiency, the upkeep as well as the first cost of this convertible car is less than that of the ordinary heavier touring car—and you have in addition its all-season advantages and its extraordinary riding comfort.

WILLYS-OVERLAND, INC., TOLEDO, OHIO
Sedans, Coupes, Touring Cars and Roadsters
The John N. Willys Export Corporation, New York
Willys-Overland Limited, Toronto, Canada



MOTORING - AND - AVIATION



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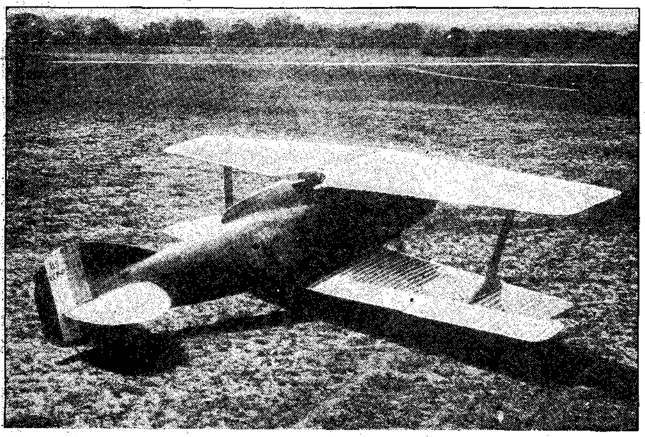
THE FIRST GORDON BENNETT WINNER.

In this primitive machine, capable of making only forty-six miles per hour, Glenn Curtiss beat seven European contenders for the cup in 1909. A modern speed biplane is shown at the right.



Curtiss Aero Photo.

THE ARMY AIR SERVICE ENTRY.

The most powerful aviation motor ever built in America, a Packard of 500 horse-power, is carried by this compact little biplane, which is now on its way to France to compete in the world's flying classic.

AMERICAN PLANES FOR THE GORDON BENNETT CUP

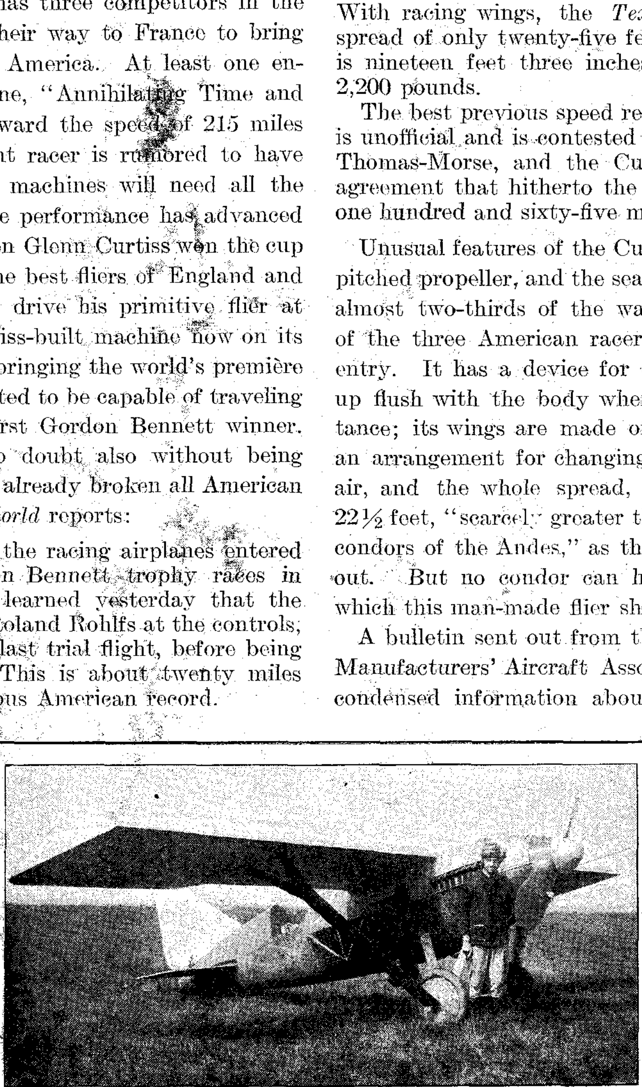
THE GERMAN SCIENTIST, Albert Einstein, who recently astonished the world by doing some queer things to time and space, has three competitors in the American racing planes, now on their way to France to bring back the Gordon Bennett Cup to America. At least one enthusiastic editor used the head-line, "Annihilating Time and Space," to suggest his attitude toward the speed of 215 miles per hour which the Dayton-Wright racer is rumored to have made in practise. The American machines will need all the speed they can muster, for airplane performance has advanced since the days, not so long ago, when Glenn Curtiss won the cup for the first time, over a field of the best fliers of England and France. Mr. Curtiss managed to drive his primitive flier at forty-six miles an hour. The Curtiss-built machine now on its way to try to duplicate his feat of bringing the world's première aviation trophy to America is reported to be capable of traveling nearly four times as fast as the first Gordon Bennett winner. Without its racing wings, and no doubt also without being pushed to full motor speed, it has already broken all American speed records, as the *New York World* reports:

> Despite the secrecy that guards the racing airplanes entered from this country for the Gordon Bennett trophy races in France on September 27, it was learned yesterday that the Curtiss *Arrow* type of plane, with Roland Rohlfs at the controls, averaged 183 miles an hour at its last trial flight, before being crated for Saturday's shipment. This is about twenty miles an hour faster than the best previous American record.
>
> The flight was made from Roosevelt Field, Mineola, and lasted from half to three-quarters of an hour. Rohlfs kept the plane at about two thousand feet. In landing he throttled down to between fifty and sixty miles an hour, and the plane stopt one hundred and fifty yards from where its wheels touched.
>
> As the course for the Gordon Bennett trophy race is substantially 180 miles, the contest will be finished within the hour. It is expected that the winning plane will tune up to two hundred miles an hour or better.
>
> In the final trial flight of the Curtiss *Arrow*, christened the *Texas Wildcat* by S. E. J. Cox, of Texas, to whose order it was built, the special racing wings that are expected to increase its speed were not tested. With racing wings, the *Texas Wildcat* will have an over-all spread of only twenty-five feet six inches. Its over-all length is nineteen feet three inches. Its weight, with full load, is 2,200 pounds.
>
> The best previous speed record by an airplane in this country is unofficial and is contested by the makers of the *Le Pere*, the Thomas-Morse, and the Curtiss *Hornet*, but there is general agreement that hitherto the mark has stood at not more than one hundred and sixty-five miles.

Unusual features of the Curtiss machine are the stubby, high-pitched propeller, and the seat of the pilot, which is near the tail, almost two-thirds of the way back. Perhaps the most novel of the three American racers, however, is the Dayton-Wright entry. It has a device for drawing the entire landing chassis up flush with the body when in flight, thus lessening air resistance; its wings are made of ply wood, internally braced, with an arrangement for changing the angle at which they meet the air, and the whole spread, from wing-tip to wing-tip, is only 22½ feet, "scarcely greater than the spread of some of the huge condors of the Andes," as the Brooklyn *Standard Union* points out. But no condor can hope to approach the speed with which this man-made flier shoots through the air.

A bulletin sent out from the Information Department of the Manufacturers' Aircraft Association carries a large amount of condensed information about the race, the American planes, and the men who will fly them. Says the bulletin:

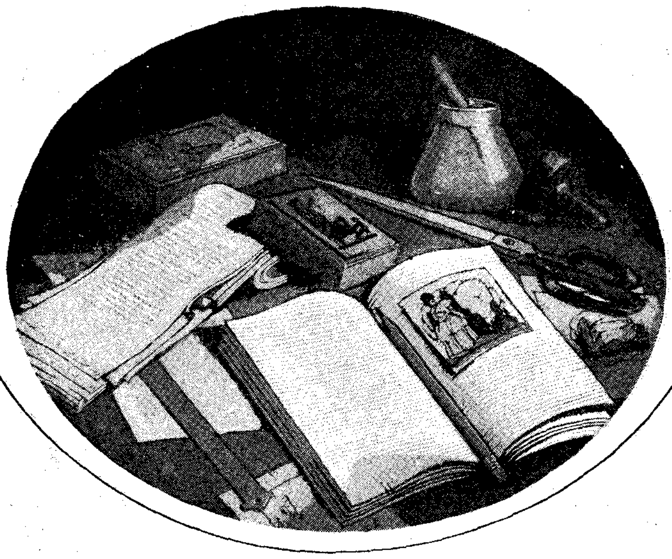
> America's three entries in the Gordon Bennett international airplane trophy races include the planes of the Curtiss Aeroplane and Motor Corporation of Garden City, L. I., the Dayton-Wright Airplane Company, of Dayton, O., and the United States Army Air Service Experimental Engineering Division at McCook Field, also in Dayton.
>
> The race will be held at Etamps, near Paris, between September 27 and October 3, 1920, over a circuit course of 300 kilometers (186.3 miles).



Curtiss Aero Photo.

THE LATEST CURTISS SPEED MACHINE.

The pilot's place is near the tail, the whole front of the fuselage being taken up by the 400 horse-power engine.



A Craftsman's Opportunity

better
paper
better
printing

EDITORS of house organs are playing an important part in the commercial growth of America.

Anyone can suggest starting a house magazine. There is usually plenty of material to make the first few issues live and interesting. Then comes the test of the editor.

If he can make each issue better than the last, if he can make his messages breed sales and team-play, if he can write a hundred words that will make his readers think a thousand—then dollars cannot measure the value of his service.

If you can answer "yes" to these three questions, your house organ is a success:

1. Do you get requests to reprint?
2. Do you get requests for extra copies?
3. Is the physical make-up of your magazine occasionally copied or imitated?

Most house organs are well done, well printed. The standard is high. We can advise those who have had their troubles in equalling the mechanical excellence of some of their brother editors.

There is a suitable printing paper to be had for every requirement of modern printing.

Some house organs deal largely with fine illustrations. Warren's Lustro prints the finest half-tones beautifully, and no standard screen is too fine for its surface.

Perhaps you let type do all your talking. There is Warren's Olde Style, a paper which is to type faces what acoustics is to a public speaker.

For continued reading with now and then an illustration where detail is not too fine, there is an opportunity to use Warren's Library Text. Here is a paper that is restful to the eye and pleasant to the touch; strong for binding, with a surface that takes clear, clean half-tone impressions. By all means know it.

Warren's Cumberland Machine Book is a machine-finish paper that carries light and heavy face type equally well, and takes half-tones up to 120-line screen.

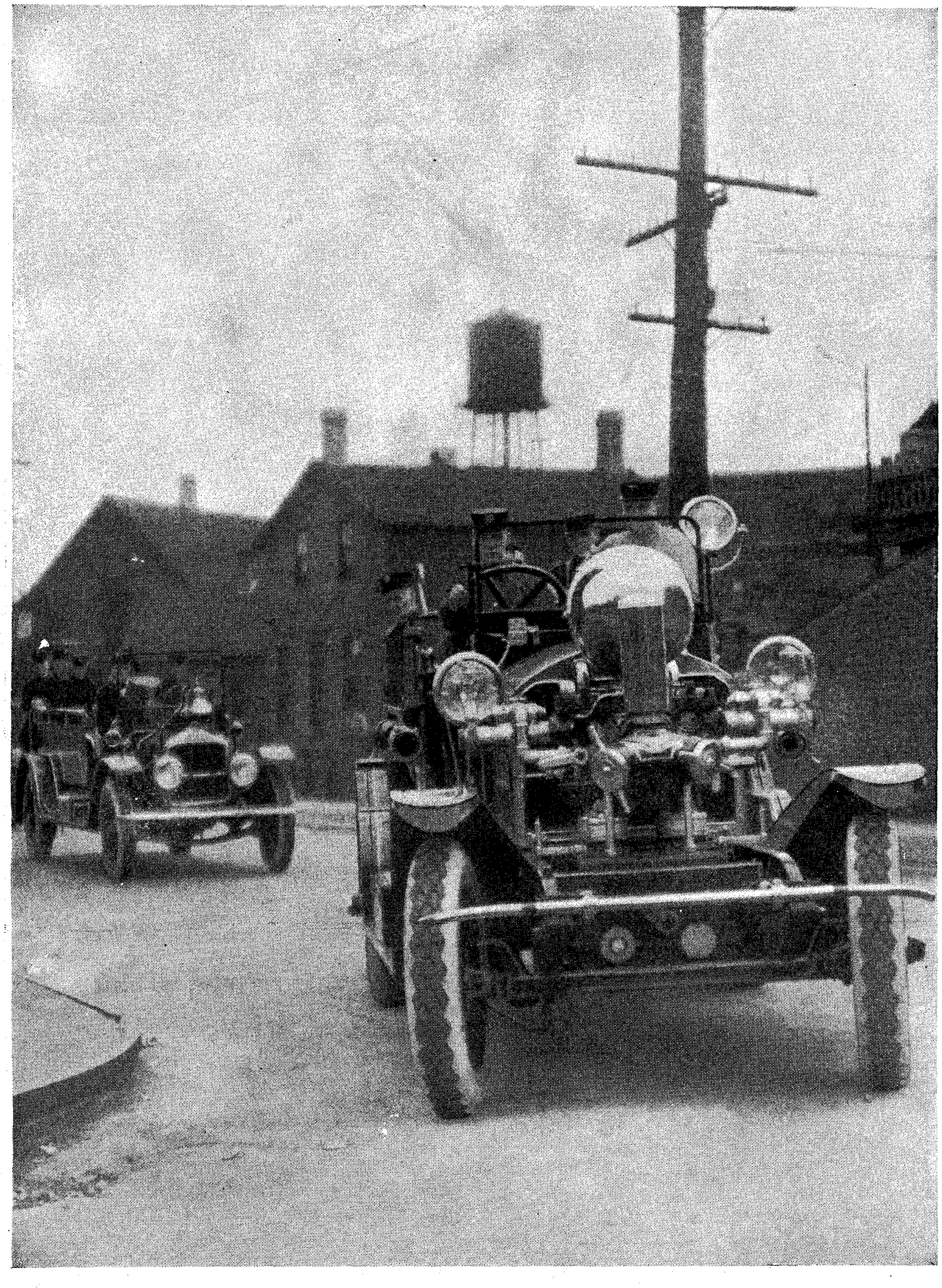
A comparison of all the Warren Standards will suggest possibilities for using inserts along with the regular body stock that can be economical as well as effective.

S. D. WARREN COMPANY, BOSTON, MASS.

Examples of the kind of printing any good printer, or any buyer of printing may legitimately expect if a Warren Standard Printing Paper is used, may be secured by writing us, or by consulting Warren's Paper Buyer's Guide, or the Warren Service Library.

Warren's
STANDARD
Printing Papers

Warren's Paper Buyer's Guide and the Warren Service Library are to be seen in all the public libraries of our larger cities. They are also on exhibit in the offices of catalog printers and the merchants who sell Warren's Standard Printing Papers.



An un-retouched photograph showing two of twenty motor units of The Chicago Fire Department, which are equipped completely with Goodyear Cord Tires

Copyright 1920, by The Goodyear Tire & Rubber Co.

GOODYEAR

The Efficient Answer for the Sudden Call—Pneumatics

"Twenty units of The Chicago Fire Department now are equipped with Goodyear Cord Tires. These pneumatics have enabled greater speed, have proved reliable in our most severe service, reduce vibration in the 'pumpers' which deliver 750 gallons a minute and counteract rough going in the freight and outlying districts. Mileages have run to past 30,000. Repairs average sixty per cent less. We expect to place 30 more units on pneumatic tires this year and, eventually, to operate entirely on air."—John F. Cullerton, Business Manager, The Chicago Fire Department

INTO the eventful history of American motor transportation has been written a volume of evidence like this, marking the intense fitness of Goodyear Cord Tires for emergency duty.

All the advantages of their spryness, traction and cushioning are found particularly valuable when trucks must be dispatched to answer sudden calls for service and deliveries.

Despite long distances, rough routes and inclement weather, the big, hardy Goodyear Cord Tires enable prompt, reliable transit with least strain on drivers, trucks and loads.

Their unusual stamina is the all-important result of their pioneering development at the hands of Goodyear engineers guided by Goodyear experience in the operation of pneumatic-shod fleets.

This development work has provided in the strength of Goodyear Cord construction, the basis of every advantage of the pneumatic truck tire by which it broadens motor truck utility.

Users' reports, showing how pneumatics benefit many kinds of hauling, can be obtained from The Goodyear Tire & Rubber Company, Akron, Ohio, or Los Angeles, Cal.

SAVE DRIVERS · LOADS · TRUCKS · ROADS
Haul on Pneumatics

CORD TIRES

MOTORING AND AVIATION
Continued

The start and finish will be at Etamps. The winner of this speed contest will draw a prize of 10,000 francs from the Aero Club of France, the Bennett cup valued at $2,500, and many other prizes offered by manufacturers and private individuals.

The Gordon Bennett aviation trophy is put up under the rules of the Fédération Aëronautique Internationale. The rules are changed each year as the art of flight progresses, thus making it more difficult to enter without machines of the latest type, design, and speed.

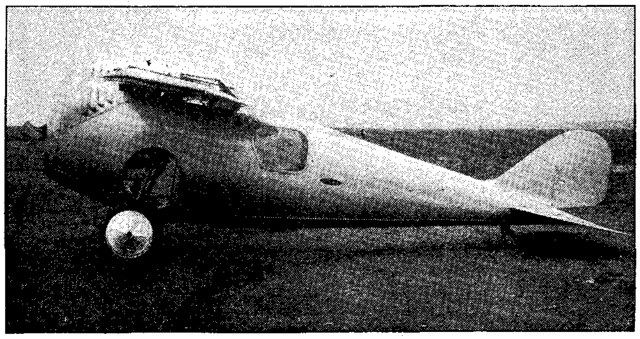
Glenn H. Curtiss won the first race in 1909, using his biplane, which, tho attaining a speed of only forty-six miles an hour, was more than fast enough to beat the seven other entries from European countries. Claude Grahame-White in a Blériot monoplane won for England in 1910. He flew at sixty-three miles an hour. C. T. Weyman, an American, brought the cup back to this country in 1911, using a Nieuport monoplane with a speed of eighty miles an hour. Jules Védrines came over from France and returned with the trophy in 1912. He used a Deperdussin monoplane and made 105 miles an hour. Maurice Provost, another Frenchman, used a machine of similar make in 1913 and won out at a speed of 126.59 miles an hour.

The practical results from this race, members of the Manufacturers' Aircraft Association believe, lie in the performance and staying qualities of the planes and motors, the tests of new designs, devices, and instruments, and the qualities of the various kinds of fuel and oils to be used by the individual pilots who for months have built and trimmed their racing planes, each one especially designed for the event, around the power plant which they had chosen as representative of the latest development in motor power, especially power in the air.

Great Britain, France, and Italy are listed among the twelve entries as America's chief competitors; but Germany, barred from participating in the race, is believed to have entered four or five of her latest machines through the neutral countries, such as Holland, Denmark, and Sweden. Airmen are of the opinion that the winner of the race will have to make more than two hundred miles an hour. Little has been divulged concerning the foreign entries. In fact, the three American planes were built so secretly that details were not known until a few days ago, when the Curtiss Company and the Dayton-Wright Company invited the public into their confidence and issued a description of their respective craft. There are few restrictions in the size and power of the planes. The only technical limitation is that monoplanes (planes with one wing or, rather, one pair of wings) must have a factor of safety of six; and biplanes (two sets of wings), a factor of safety of four. The same applies to any multiplane.

All entries must carry sufficient fuel for the entire flight of 186 miles. Pilots may use their own fuel. This is interesting because it means that all the new kinds of fuel, on which individual companies throughout the world have been experimenting since the outbreak of the world-war, will be used. Synthetic fuels will be used in at least one American entry, that of the Dayton-Wright. It was developed in the Dayton-Wright laboratories under conditions the secrecy of which was equaled only by that surrounding the plane itself. The use of the supercharger is not forbidden; the assumption, therefore, is that the supercharger will be used. It is a device that regulates the mixture of gas and air taken into the cylinders of a motor in any degree that may be desired.

It is probable that complete descriptions of the machines and their personnel will not be divulged until the day of the race, as the rules provide that entries must be received on the racing field "not later than 7 A.M., September 27." The American entries, however, may be described, at least with regard to their salient details:



CREDITED WITH 215 MILES PER HOUR.

The Dayton-Wright entry for the Gordon Bennett Cup has a number of unusual features. For one thing, the wheels are drawn up, during flight, into the openings shown just above them.

> Two of the three American planes are monoplanes, the Curtiss and the Dayton-Wright. The Army Air Service contestant is a biplane. All three machines have been especially designed and built around special motors. It is known that in secret test flights each machine has made close to two hundred miles an hour and better.
>
> The Manufacturers' Aircraft Association is informed and believes that each of the entries marks such radical departure from ordinary construction as to revolutionize the design and type of commercial planes. For example: In the Curtiss entry the pilot's seat is far in the rear part of the body, about two-thirds of the distance from the nose to the tail. The plane has a short and stubby propeller with stream-lined hub. It has a monocoque body. The wing is very thick, supported on each side by a single thick strut extending to the hub of the landing wheel. It has a bird-cage radiator, one on each side, as if slung on the running-board of an automobile. It is powered with a Curtiss C-12, V-type, 12-cylinder, 400-horse-power motor.
>
> The Dayton-Wright "R-B" has a wing of three-ply wood veneer instead of the usual fabric covering. By a simple bit of mechanism installed in front of the cockpit, which is enclosed so as to stream-line with the body, the entire landing gear, including the wheels, is drawn up inside of the machine while it is in flight. The pilot simply turns a crank on the instrument board in front of him, and in twelve or fifteen seconds only the wheels fitting snugly into portholes just back of the nose evidence the existence of a landing gear. The same movement of the pilot in turning the crank also flattens out the wing, removing the curve which lowers the speed of the plane from twenty to thirty-five miles an hour in landing, and in flight, with the wing flattened out, increasing the speed proportionately. The machine has a monocoque body. It is powered with a 250-horse-power Hall-Scott motor especially made by the Hall-Scott Company of Berkeley, California.

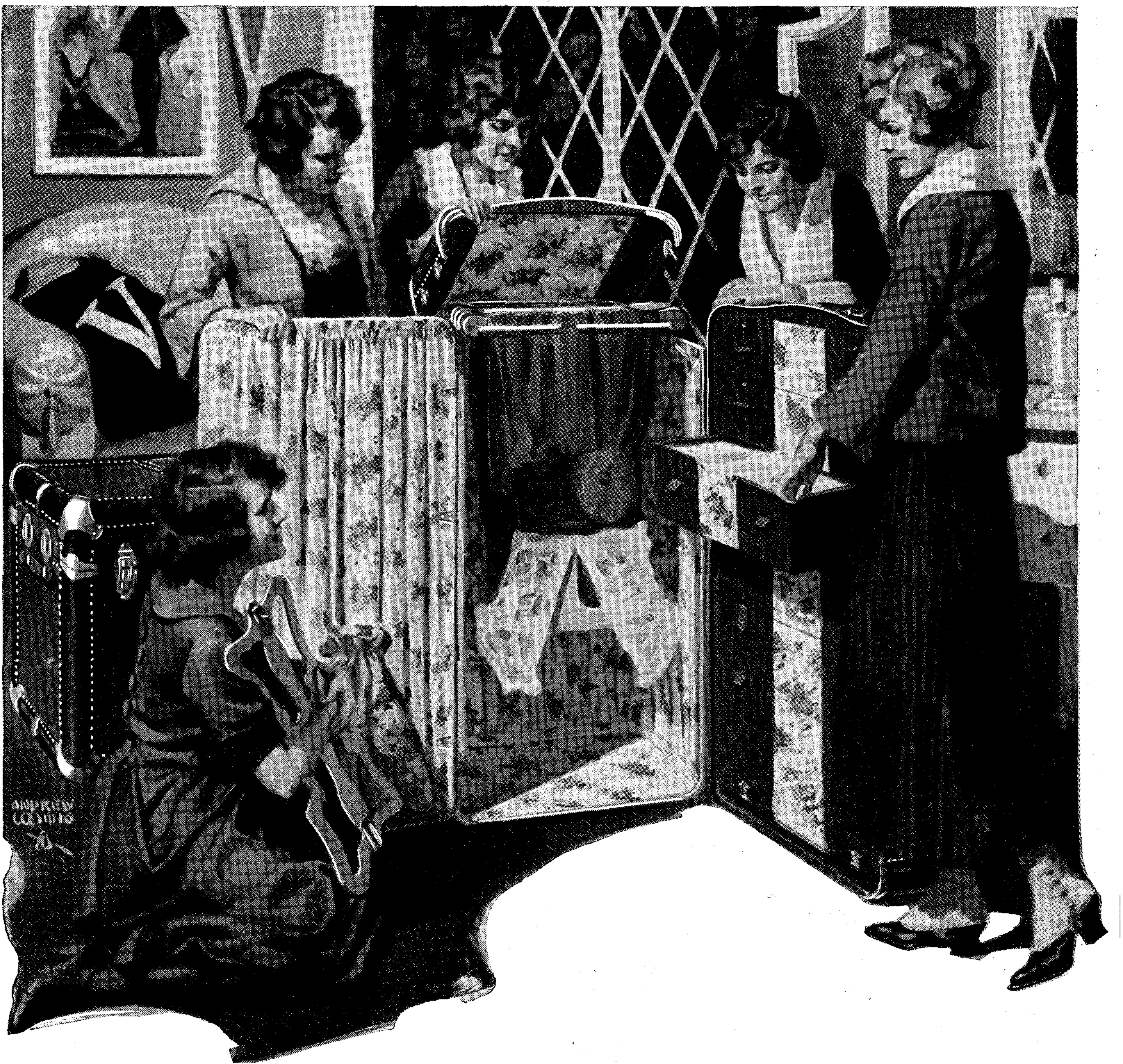
This is the Army Air Service's official description of its plane:

> The airplane entered by the United States Army Air Service is known as the Verville-Packard and is of all American design and manufacture throughout. The motor is 500-horse-power, the most powerful ever built in this country. It was designed and built by the Packard Motor Car Company, Detroit, Michigan, under the guidance of Col. J. G. Vincent, one of the creators of the Liberty engine. The new motor has a total piston displacement of over two thousand cubic inches and weighs approximately 1.94 pounds per horse-power.
>
> The Verville plane was designed and constructed especially for this motor. It is, nevertheless, in no way a freak racing plane, but is built for both service and production. The plane itself has been developed by the engineers of the office of the chief of the Air Service at the Engineering Division at McCook Field. It is felt that in the face of the terrific speeds which will undoubtedly be shown by all planes entered in this year's event, the Army Air Service has an excellent chance to win. The Army machine has one strut supporting its wings on either side.

All planes are of the tractor type. All three planes are small and seat only one person each. As for the drivers of the racers, we read:

> The Curtiss entry will be piloted by Roland Rohlfs, chief test pilot for the company and former holder of the world's altitude record. His alternate is Clarence Coombs, chief test pilot for the Ordnance Engineering Corporation, of Baldwin, L. I., loaned to the Curtiss company for participation in this race. Both Rohlfs and Coombs are classed among the premier aviators in the world. They hold many records for speed and altitude work. In fact, they are the principal rivals of Capt. Rudolph Schroeder, present holder of the world's altitude record.
>
> The Dayton-Wright entry will be piloted by Howard Rinehart, chief test pilot for the Dayton-Wright Division of the General Motors Corporation. Capt. Walter G. Kilner is in charge of the army plane and its personnel. He is accompanied by Schroeder, Capt. Corliss C. Moseley, alternate for the pilot, Lieut. A. I. Puryear, and a staff of expert aviation mechanics.

Both the Dayton-Wright and Curtiss entries have lately figured at "christening parties," where bottles of champagne were broken over their propeller-hubs, in the most approved fashion. In addition to the competition of the American entries against the field, there is a long-standing rivalry between the firms of Wright and Curtiss which will lend interest to the contest.



YOUR daughter—let her dainty apparel be smoothly packed in Indestructo Wardrobe and Dress Trunks and it will arrive safely at school, its original freshness preserved.

With a simple cretonne cover, her dress trunk is a handy window seat. Her wardrobe trunk becomes, in truth, her wardrobe, the envy of all her acquaintances.

Because of its assured long life the Indestructo is the least expensive of trunks.

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Insured INDESTRUCTO Trunks *Trunk Makers* Modern N.V.P. Trunks

MOTORING AND AVIATION
Continued

SLIGHT DANGER OF "SATURATION" IN THE AUTO MARKET

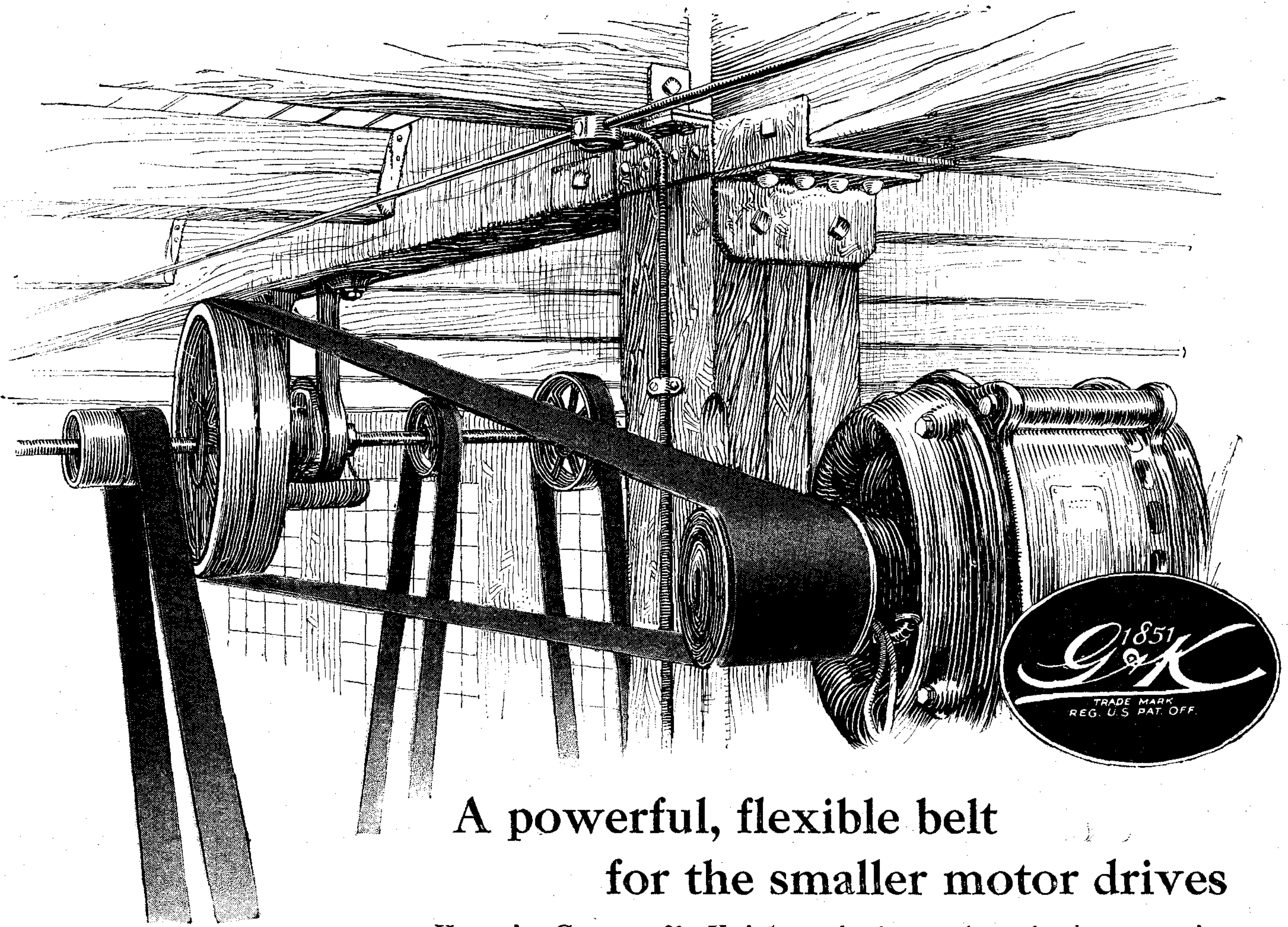
LIKE the careful mathematicians who once proved by incontrovertible figures that steam navigation was impossible because no ship could carry enough coal to keep its engines going, so statisticians and other revelers in figures, when the automobile first came out, "proved conclusively" that no family with an income of less than $5,000 a year would ever be able to buy and support a car. Subsequent developments have shown that both sets of calculators were wrong. In the case of the automobile, the records to-day show that over half of the more than 7,000,000 registered cars in the United States must be located with families or individuals whose estimated cash incomes are $2,000 or less. This fact opens up vast possibilities for future auto sales, in the opinion of business experts, and should do much to lessen the horror of that skeleton in the auto-manufacturer's closet—the "saturation-point" of the market, the time when production will overtake and pass the demand or ability of the buying public to absorb as many machines as are produced. In an analysis of the auto-market situation in *Forbes Magazine* (New York), Park Mathewson, vice-president of the Business Bourse of New York, comes to the conclusion that there are 9,330,000 families in this country with incomes of from $1,000 to $4,000 a year who don't own cars but might do so, in view of the fact that there are some 6,670,000 other families similarly situated who do own and maintain automobiles. To quote Mr. Mathewson:

> The overshadowing problem in the motor industry is that of demand, supply, and the saturation-point in the field covered by the pleasure cars whose price appeals to the masses. In this class one manufacturer alone advertises his capacity as one million cars, which constituted two-thirds of the increase of registration of last year and about one-seventh of all automobiles in use in the United States. The product of this manufacturer alone was an important factor in bringing the average price of all autos sold in the United States in 1917 to about $600, which low point may never be reached again. When we consider that the competition in this class is intense, and that practically all the bigger aggregations of production and capital are making, or planning to make, the low-price cars in quantity, the situation in this field is seen to be one of great moment to the industry, investors, and others.
>
> As the stocks of some of these companies are widely distributed, their standing and future are of considerable public importance. To illustrate their distribution: The president of one of these large corporations (whose stock is listed on the New York Stock Exchange) disclosed in a report that over sixty-five per cent. of the stock-brokers own not over fifty shares each, and only twenty-six per cent. own over one hundred shares of common stock. This corporation's latest financing was to build a new plant, the pay-roll for which when complete will, it is estimated, be over $17,000,000 annually, with purchases of materials of around $75,000,000 and an added output to the company's capacity of, possibly, five hundred automobiles a day.
>
> What is the absorption capacity of the country on these "cars for the people," and when will production, increasing at the present rate, overtake and pass this demand point and leave the auto market "heavy" from the supply of "undigested" machines?
>
> As previously stated, there are in the future many unknown factors (which might upset any positive deduction), such as a further increase in the wealth or average income of the potential buyers of automobiles, or the unexpected lowering in prices of cars of maintenance cost to owner, which might occur if cheap substitutes were found for gasoline, rubber tires, etc. On the other hand, we may consider what would happen with "dollar gas" or a further increase in costs of materials used in their manufacture. But leaving aside these "X" quantities, we may interestingly examine the number of potential buyers as limited by the individual or family income.
>
> Fixing our attention on groups which we will call one, two, and three, with incomes respectively of $1,000 to $2,000; $2,001 to $3,000, and $3,001 to $4,000, we find that hypothetical figures of one of New York's largest trust companies, estimated during the war-period, showed that each of the above groups might contribute, in one year, to the purchase of Liberty Bonds, as follows: Group one, $209; group two, $518; group three, $931.
>
> On the basis of the same investment per annum in a motor-car and its up-keep, if payments could be extended over a four-year period, it is evident that theoretically, if not practically, any individual in these groups—if it was possible for him to devote that amount of money in one year to bond purchase—might buy an automobile costing in each group, respectively, $700, $1,200, or $2,000 each. Using figures shown by this same trust company (assuming that these groups consist in 1920 of the same number of families), they could, on the same reasoning, buy the stupendous total of over sixteen million autos at between $600 and $700 and half a million machines at around $2,000.
>
> It would be unthinkable that this great total, or per cent., of our population could all be induced, or would all be able for many reasons, to invest in or maintain a family or personal motor-car. On the other hand, when we consider the fact that three million pleasure cars have never been produced in one year, while we have probably eighteen million families in the United States with incomes of $1,000 or over (which is twelve times the increase in auto registration for 1919), it gives a vista of potential markets for the low-price car apparently limited only by the optimism of the one considering such figures.
>
> An enthusiast has suggested that "allowing an average yearly production of three million cars for the next ten years, and giving the cheap ones an average life of six years, the above hypothetical market could not be saturated in a decade, even if wealth and population stood still."
>
> Even allowing that a potential market suggested by the figures above is more fancy than fact, yet many will concede that the desire for a car is almost universal, as voiced in the graphically exprest comment of the Auto Oracle of Forty-second Street, who remarked to the writer, "Some men want a wife, a house, a boat, or a dog, and some don't want any of them, but practically every man (and woman) wants to own a motor-car."

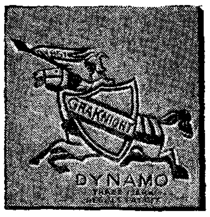
UNCLE SAM'S GREATEST ROAD MUCH USED BY MOTORISTS.

FROM Forty-second and Broadway, New York City, to the Golden Gate, San Francisco, a distance of 3,200 miles, the Lincoln Highway now extends without a gap, the country's greatest artery of motor travel. Aside from being a delightful method of travel from coast to coast, a trip over this great road furnishes a true picture of America. It traverses the great industrial centers of the East, the richest producing areas of the Middle West, and the scenic wonders and playgrounds of the West. It gives the traveler a glimpse of practically every phase of American life. That the motorist appreciates the Lincoln Highway is indicated by the number of cars passing over it. Reports even as early as June to the Lincoln Highway Association in Detroit revealed that more than one thousand tourists passed through Salt Lake City, Utah, in the first twelve days of that month and that 75 cars took on supplies at Evanston, Wyoming, in a single day. It is not to be understood that this highway is as yet finished, however. Tho millions of dollars have been spent in its improvement during the last five years, it is still far from being a perfected boulevard. An outline of what has already been done to improve the road and of the work now under way is furnished by the Lincoln Highway Association, from which we quote as follows:

> Three years ago the New Jersey and Pennsylvania sections of the Lincoln Highway were well-kept scenic boulevards, macadam paved and perfectly maintained. The surprizing and tremendous development of motor-truck travel which centered upon and still taxes this section of the highway proved too great a burden for this type of surfacing; the road could not stand the burden. It gave way. Every effort, however, is made to keep the highway open to travel by the most practical means of maintenance, and in a large instance the road is being rebuilt with more durable material, planned to carry and care for traffic of all descriptions for the present and in the future.
>
> Like conditions, altho to a lesser degree, exist in Ohio, Indiana, and Illinois. The amount of new construction under way in these States upon the Lincoln Highway will surprize and impress even the least interested of those who travel this route by motor-car. Millions of dollars are being expended at this time to make of this a straight, through interstate artery of commercial and passenger travel originally conceived by the founders of the Lincoln Highway.
>
> A great expanse of constructive improvement is to be observed by the traveler as he continues westward across the great grain-producing States of Iowa and Nebraska. But from the Mississippi River west to the coast, with the exception of California, the permanent hard-surfaced road has not as yet fully come into its own. However, the ice is broken, a start has been made. Responding to the ceaseless efforts of the



A powerful, flexible belt for the smaller motor drives



This trademark identifies G & K GraKnight Dynamo Double, a first-quality belt at a comparatively low cost. Designed especially for small motor drives, it runs smoothly over small pulleys under both heavy and light loads.

How is Graton & Knight Leather Belting standardized?

Each type of power requirement is analyzed and the proper type of belt designed especially for it. For motor drives up to 40 H. P.—the most universal belting drive—we have designed and standardized the GraKnight Dynamo.

GraKnight Dynamo answers in every particular the demand which motor drives make for flexibility and lightness, with ability to operate smoothly over small pulleys at high speeds.

GraKnight Dynamo is reasonably priced, just the right belt for small motor work, where light loads are the rule, heavy strains the exception.

It is a light and extremely flexible belt, built double for motor drives, giving tremendous stamina and long wear economy. It is made of strictly first-quality center stock, oak tanned leather—carefully selected for uniform thickness and pliability.

G & K engineers are constantly on the job, analyzing the power needs of various industries, devising new standards to meet new conditions, designing new belts; always keeping the Standardized Series complete and up to date for every class of power transmission.

Write for our book on the Standardization of Belting—telling us the type of power transmission you are interested in

THE GRATON & KNIGHT MFG. CO., Worcester, Mass., U. S. A.
Oak Leather Tanners, Makers of Leather Belting and Leather Products
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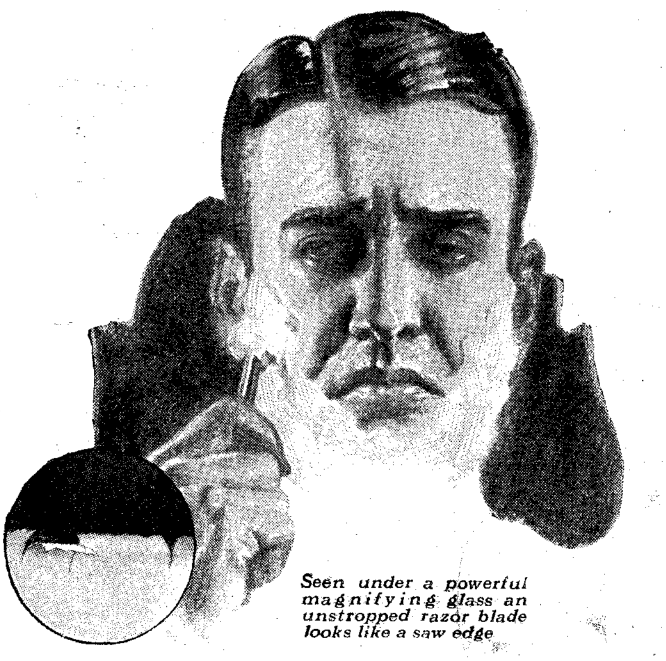
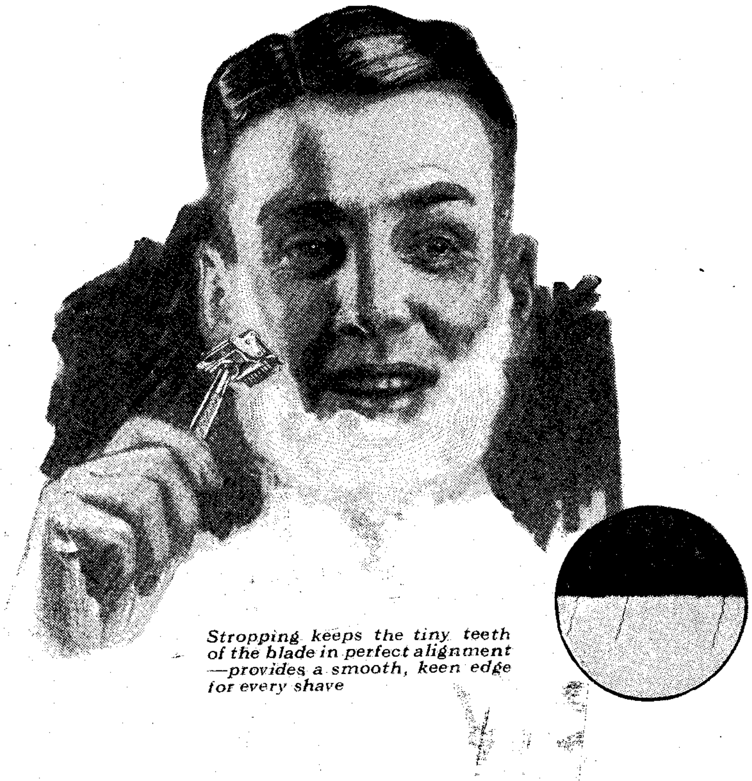


Seen under a powerful magnifying glass an unstropped razor blade looks like a saw edge



Stropping keeps the tiny teeth of the blade in perfect alignment—provides a smooth, keen edge for every shave

No pull, no scrape—a fine, keen edge for every shave

ONLY a dulled or dulling razor blade pulls and scrapes. If your razor drags, if it irritates the skin, you can be sure of one thing—you are using a blade that has lost its new sharp edge.

Do you know why shaving dulls a razor edge so quickly? Look at any razor blade under a microscope and you will see hundreds of tiny saw teeth, invisible to the naked eye. When these teeth are in perfect alignment the blade is sharp. But during the very first shave your beard bends these tiny teeth out of line—makes them irregular.

These *irregular* teeth catch in your beard, pull on the hair follicles, and—if you bear down hard to make the blade cut through—scrape the skin. That's what makes shaving so annoying, so unpleasant.

The barber who is an expert at keeping his blade in condition, strops his razor every time he uses it—often during the process of shaving. He knows that stropping is the only way to restore the keen cutting edge.

With most safety razors there is no way to smooth the minute teeth back into line. The original smooth, fine edge of the blade grows rougher with every shave. Too many men accept the pull and scrape of fast dulling blades as inevitable.

Yet the discomfort of blades that pull and scrape can be eliminated if you use the AutoStrop Razor—the razor that strops its own blades.

A safety razor and stropping device combined in one

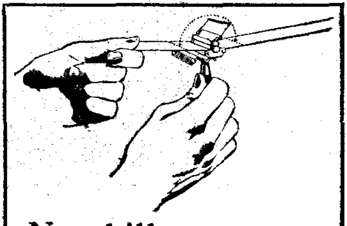
Built into the frame of the AutoStrop Razor is a remarkable self-stropping device—simple and efficient—which renews the fine, keen edge of the AutoStrop blade day after day.

You don't have to take the razor apart nor even remove the blade. Just slip the strop through the razor head. Give the razor a dozen quick passes back and forth along the strop. See how the blade turns over and slaps down on the strop at the end of each stroke just as the blade of a straight razor does in the hands of a skillful barber. In 10 seconds you have a new, sharp shaving edge! 500 comfortable shaves are *guaranteed* from each dozen AutoStrop blades!

For cleaning, the AutoStrop Razor blade opens like the leaf of a book. Rinse and dry—that's all there is to it. No bothersome parts to unscrew—nothing to reassemble. The same lever that releases the blade also adjusts it for close, medium, or light shaving.

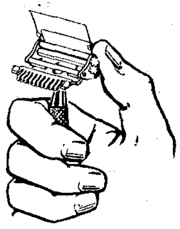
In fact the whole AutoStrop Razor is so simply, so efficiently built that it sharpens, shaves and cleans without taking the razor apart or even removing the blade. No other safety razor offers this advantage.

Don't put up any longer with the pull and scrape of unstropped blades. Begin tomorrow to get the comfort of a "new" sharp shaving edge every morning. Ask your dealer about the AutoStrop Razor trial plan.



No skill necessary

No skill in stropping is necessary to renew the fine keen edge of the AutoStrop Razor blade. Just slip the strop through the razor head and pass the razor back and forth along the strop. You don't have to take the razor apart nor even remove the blade.

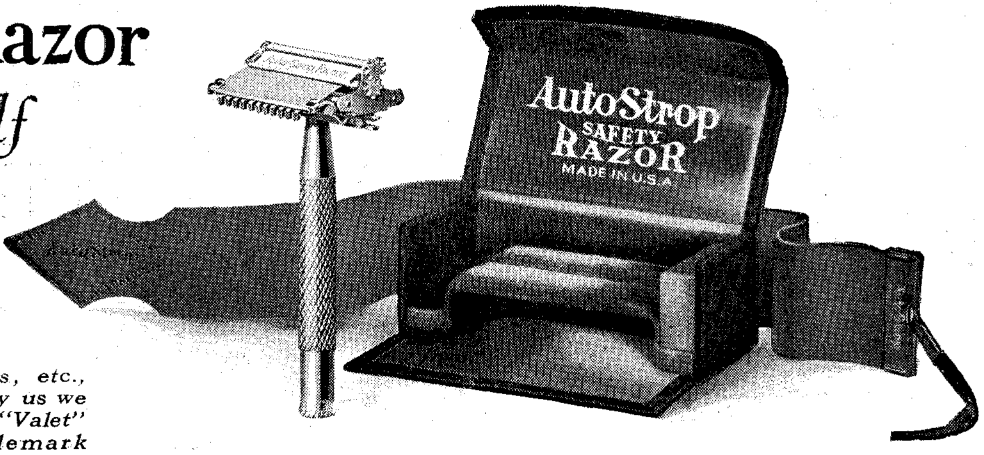


Like the leaf of a book

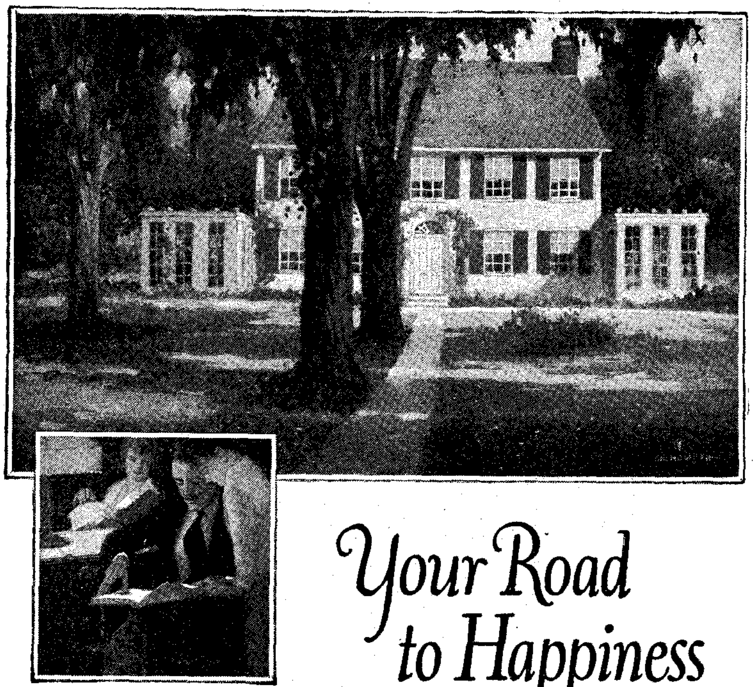
The AutoStrop Razor blade opens for cleaning like the leaf of a book. To clean, simply rinse and dry. No parts to unscrew —nothing to take apart and reassemble. The same lever that releases the blade adjusts it for close, medium, or light shaving.

AutoStrop Razor

—sharpens itself



On razors, strops, blades, etc., hereafter manufactured by us we shall apply the trademark "Valet" in addition to the trademark "AutoStrop" as an additional indication that they are the genuine products of the AutoStrop Safety Razor Co., New York.



Your Road to Happiness

HOME! The foundation of contentment, the corner-stone of good citizenship; an inspiration at each day's beginning—a sanctuary at the end. Home ownership is the ambition of every right-minded man and woman.

Arkansas Soft Pine

makes attractive homes possible at comparatively moderate cost. Its individual advantages appeal strongly to those who admire good taste in interior woodwork and decoration. Particulars and plans mailed on request. Also finished samples if desired.

Arkansas Soft Pine is sold by dealers east of the Rockies. Look for the trade mark.

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ARKANSAS SOFT PINE TRADE MARK REGISTERED

MOTORING AND AVIATION
Continued

Lincoln Highway Association directed to this end since 1913, great progress is being made.

Even in Iowa, long known as the muddiest of mud road States, concrete sections of the Lincoln Highway have made their appearance. They are also to be seen in Nebraska. Much of the route in these two States is gravel, and, where not otherwise improved, is well graded and drained. A constant effort is necessary to keep these other than hard-surfaced sections of the Lincoln Highway in condition for travel, but as the interest in the road exists in the communities along the route, the work is done, and done well.

Evidence of highway betterment is to be observed all across Wyoming. No terrors to the motorist are presented in Utah, where the desert country is first encountered. Tho not as yet completed, the Goodyear cut-off across the lower arm of the great Salt Lake desert is open for travel and offers a material saving in mileage, eliminating what has heretofore been the worst section of the Lincoln Highway between the two coasts.

At various points in Nevada road-work is under construction, much of this being directly financed through the Lincoln Highway Association with funds contributed for this purpose to assist where local means are in no sense adequate.

California's boulevards are the delightful promise at the end of the transcontinental run.

FROM NEW YORK TO NOME AND SIBERIA BY AIR

"THE most significant aviation event on the western hemisphere this year," flying experts of the Manufacturers' Aircraft Association call the recent flight of four army planes from New York to Alaska. The flight was undertaken with no idea of breaking speed records, but rather, in the words of a writer in *Flying* (New York), "to prove the feasibility of opening up new transcontinental lines of communication which will materially aid in the growth and economic development of the country." The start was made from New York on July 15, and the expedition arrived at Nome on August 28. Captain St. Clair, the commander of the expedition and his companions made the entire flight of 4,345 miles in fifty-six hours of actual flying time. The original machines and identical motors were functioning perfectly when the fliers arrived at Nome. After crossing Bering Sea Strait at its narrowest point and circling over Siberia, thus linking two hemispheres, the planes will retrace their route to New York.

Newspapers in both America and Canada followed the air explorers, as did a good proportion of the population in both countries, but interest was especially strong along the line of the flight. The following large front-page account from the Saskatoon (Canada) *Phœnix* gives a close-up view of the flight as well as of what it meant to the cities that were visited:

"Captain Street, and members of the

Alaska expedition, on behalf of the present company and the citizens of Saskatoon, I take this opportunity to extend to you a very cordial official welcome to this city. We are very pleased that your Government picked out this city as a landing-place, and hope that everything has been to your liking. You have made history for this city and you are still making it. We wish you every success on your expedition and hope that every member of your party will come through your venture without mishap."

With these words Mayor Young gave an official welcome to the members of the American Army flying expedition, who arrived in the city yesterday, at the Saskatoon Club last night.

At one o'clock yesterday afternoon the first plane of the American expedition landed at the McClelland airdrome and was closely followed by its three companions. The four planes, under the command of Captain St. Clair Street, are flying from Mineola, N. Y., to Nome, Alaska, and left Portal at nine o'clock yesterday morning, completing the two hundred and eighty miles in a little less than four hours.

Lieutenant McClelland, at whose airdrome the four American planes landed, had marked his landing field with the word "Welcome," written with a big strip of cheese-cloth pegged to the ground.

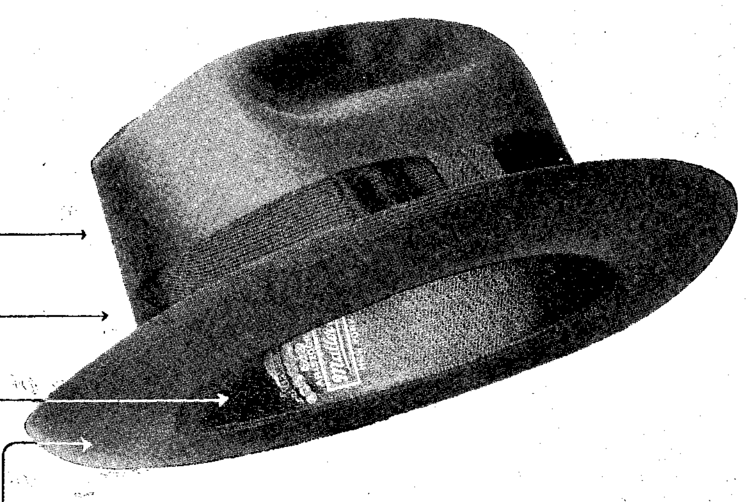
When the planes were all put away for the night, the Americans were motored into the city by members of the Rotary Club and taken to the King George Hotel, where a sumptuous banquet was tendered them by a joint party of city fathers and Rotary Club members. His Honor Mayor Young presided as chairman, and at his right sat Captain Street as chief guest of honor. After the banquet the airmen were driven around the city and then taken to the Saskatoon Club, where Mayor Young extended to them the official welcome.

The American machines are painted a dark khaki color, with a three-colored circle on the bottom of the under wings and a wolf's head on the side of the fuselage. The wing span of the machines is slightly less than the Curtiss plane owned by McClelland, but the wings stand higher and are larger. Each plane is equipped with a 4-B Liberty motor, twelve-cylinder, capable of attaining a speed of one hundred and fifty miles per hour with right wind conditions.

At the airdrome, the aviators were met by Mayor Young and delegations from the City Council and the Rotary Club. They were invited to luncheon, but had to decline owing to the fact that before leaving them for the night the engines of the planes had to be thoroughly cleaned and oiled.

Replying to Mayor Young at the evening banquet, Captain Street said: "For myself, and on behalf of my fellow aviators, I wish to thank you and the people for the splendid reception and treatment that we have had at your hands. I am sure that we of this expedition are very grateful for your hearty welcome. My only regret is that your appreciation of our efforts seems to be a little in advance. So far we have done nothing except to cover the few miles between here and Mineola safely. I think that this welcome should have been held over until our return trip, when we could have held our heads up and said that we did something. I am sure that with the good wishes tendered to us, our expedition will come through with flying colors and it will be with a great measure of pleasure that I shall acquaint my superior officers of the splendid treatment received from you. I can see now why Colonel Hartney, my commanding officer, and brother to Russell Hartney, one of your

MALLORY



FUR

LEATHER

SILK

DYE

LABOR

Every man knows how expensive these five things are. And it is because Mallory does not skimp on any of them that Mallory Hats are worth more than hats made of inferior materials.

Mallory Hats are made of the finest materials.

And by the most careful, thorough *hand* processes.

They have been made this way since 1823—through several periods of war prices.

We know from experience that the men who wear them *want* the quality that such manufacturing standards insure.

So we haven't made the mistake so many hatters have made lately—the mistake of trying to *skimp* on quality.

Fortunately (for *you*) Mallory Hats have always been reasonably priced.

So that we have been able to keep right along giving the same fine Mallory Quality (and even improving it, where we *could*) and still sell Mallory Hats at moderate figures.

In other words, you get *better value* today in your Mallory than ever before.

You will be wiser to buy a Mallory than to try to save money by buying a *cheap* hat.

Whatever you do—don't try that, this Fall.

The MALLORY HAT CO.
234 Fifth Avenue New York
(*Wholesale Only*)
Factory at Danbury, Conn.

MALLORY HATS

Mallory Hats
"Cravenette" Finished

COMPLETING

There's no missing link between order and collection at the H. P. Eckardt Company.

LINK No. 1

Rapid-fire order-figuring by two clerks with Burroughs Calculators is the first link in the chain of the high speed accounting system of H. P. Eckardt & Company, wholesale grocers of Toronto.

Only rapid-fire figuring could handle the daily extension of 400 to 600 order forms, involving literally thousands of calculations, cost price, selling price, and profit being figured right on the order forms, from which the invoices are made out later.

Says Mr. Richardson, the office manager, "Without our Burroughs Calculators we would require at least three additional clerks to make the necessary calculations."

LINK No. 2

In the second link of the chain we have two Burroughs Bookkeeping Machines operating at high speed posting to the ledger cards from duplicates of the invoices kept in a book for this purpose.

The Burroughs Bookkeeping Machines keep posting right up to the minute—automatically computing and printing balances after each change in an account, thus eliminating month-end rushes and making possible a trial balance at the first try every month.

"These machines," says the office manager, "pay for themselves every year by saving us the salary of another bookkeeper who would be required if we were to attempt to keep our bookkeeping up to date by pen-and-ink methods."

Burroughs Calculators add, subtract, multiply and divide so rapidly and accurately that they cut figuring costs in two and eliminate costly figuring errors in H. P. Eckardt & Company's accounting. They will accomplish the same for you.

ADDING - BOOKKEEPING - CALCULATING

A-B-C

THE CHAIN

How Burroughs Calculators and Burroughs Bookkeeping Machines work together in speeding up the figure work

LINK No. 3

Ledger accounts always posted up to date with continuous daily balances enable H. P. Eckardt & Company to get their statements into the mail on the first of the month. This fact, together with the neatness and legibility of Burroughs-printed statements, makes for good collections.

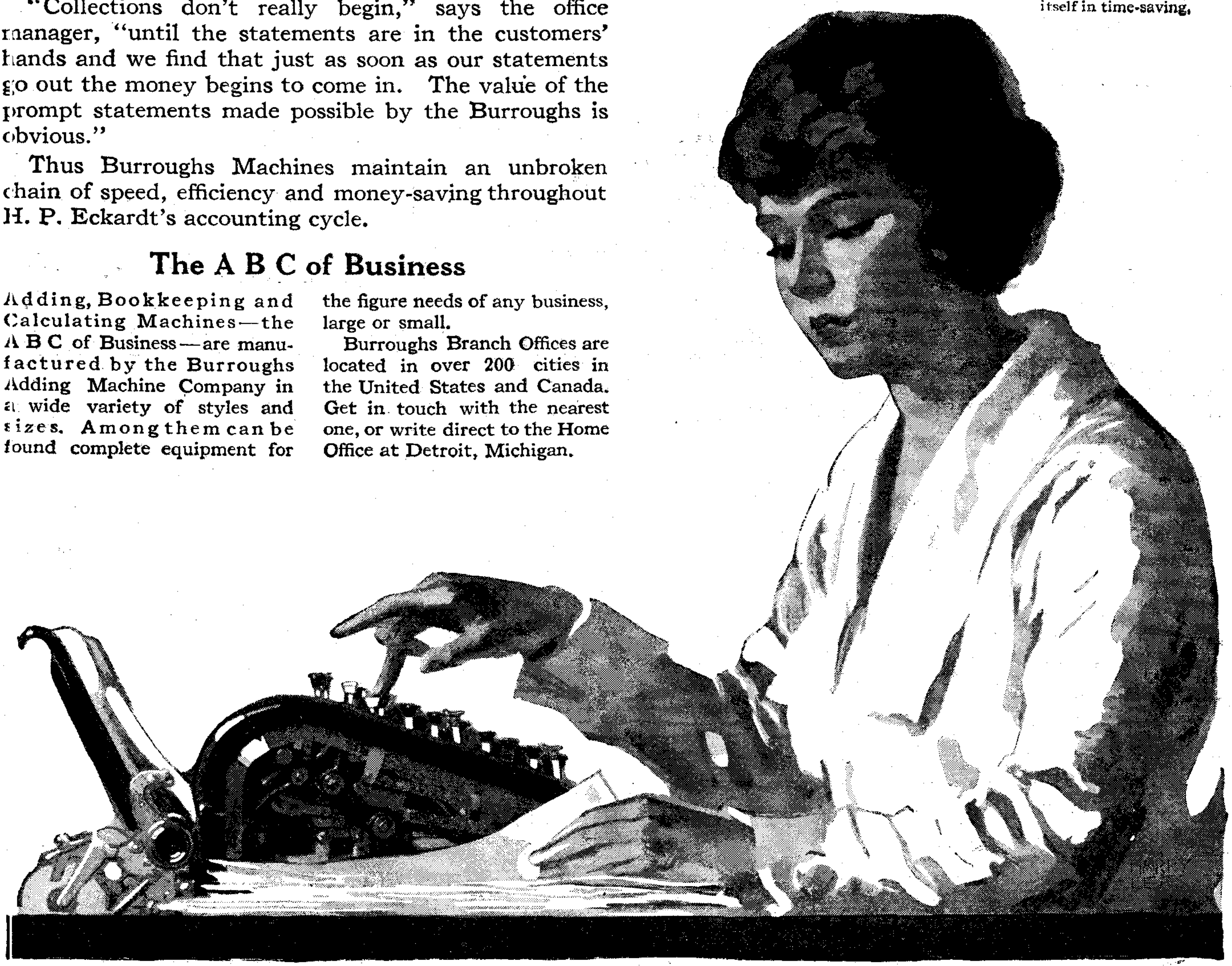
"Collections don't really begin," says the office manager, "until the statements are in the customers' hands and we find that just as soon as our statements go out the money begins to come in. The value of the prompt statements made possible by the Burroughs is obvious."

Thus Burroughs Machines maintain an unbroken chain of speed, efficiency and money-saving throughout H. P. Eckardt's accounting cycle.

The A B C of Business

Adding, Bookkeeping and Calculating Machines—the A B C of Business—are manufactured by the Burroughs Adding Machine Company in a wide variety of styles and sizes. Among them can be found complete equipment for the figure needs of any business, large or small.

Burroughs Branch Offices are located in over 200 cities in the United States and Canada. Get in touch with the nearest one, or write direct to the Home Office at Detroit, Michigan.



Burroughs Bookkeeping Machines make H. P. Eckardt's bookkeeping practically automatic. The clerk inserts the ledger leaf, depresses the right keys, touches the operating bar and leaves the rest to the machine. A Burroughs on your books will quickly pay for itself in time-saving.

MACHINES FOR EVERY BUSINESS

Burroughs

MOTORING AND AVIATION
Continued

leading barristers, is such a good officer, coming from the city that he did.

Captain Street mentioned that while in Alaska the expedition expected to do some game-hunting, and for the occasion had brought along shotguns and high-powered rifles. "We have been commanded to bring back some arctic furs," said the captain, "but the dispatch did not state what we were to wrap them around."

The speaker made mention of one of his flying officers, Lieut. Clifford Nutt. Lieutenant Nutt has one of the greatest flying achievements to his credit that has ever been pulled off in the States or in Canada. In command of an expedition, he made a tour of the States for recruits, covering a distance of something like seven thousand miles altogether.

"I understand that this expedition will arrive back in the city during the latter part of September," Mayor Young said, when saying good-by to Captain Street and his companions, "and we shall be very glad to welcome you back to the city."

On behalf of the Vancouver Board of Trade, Major W. S. Weeks, of Vancouver, made a brief speech to Captain Street, which was as follows:

"Your successful arrival in the city of Saskatoon prompts me as a member of the Vancouver Board of Trade to express our good wishes and feelings on your success.

"Without making any great comments upon your world-wide achievement, the Vancouver Board of Trade wishes to express congratulations upon your success on your arrival at your first base in Canada. You are making during your itinerary a visit to many parts of British Columbia, which territory is largely dependent upon the city of Vancouver, a city which, for many years, has been commercially associated with the many villages and towns which you will see.

"On behalf of the Vancouver Board of Trade I wish you success and should anything befall you, a telegraph or Marconi, which you will find established throughout the northwestern country, can readily be found and your requirements through this will receive our heartiest attention.

"And wishing you, gentlemen, the time of your life."

The Great War Veterans' Band was brought in for the occasion and played "The Star-Spangled Banner," "For They are Jolly Good Fellows," and "God Save the King."

The personnel of the expedition is as follows:

Ship 1. Capt. St. Clair Street, commander of expedition, pilot, and Sergt. Edmund Henriques, relief pilot and mechanic.

Ship 2. Lieut. Clifford C. Nutt, pilot, and Lieut. Eric Nelson, engineering officer and relief pilot.

Ship 3. Lieut. C. Crumrine, pilot and photographic officer, and Sergt. James E. Long, relief pilot and mechanic.

Ship 4. Lieut. Ross C. Kirkpatrick, pilot and master electrician. Joseph English, relief pilot.

Weather conditions permitting, the aviators will continue their journey to-day, taking off at nine-thirty o'clock in the morning from the McClelland aviation field. Their next jump will be to Edmonton, Alta., at which place they should arrive early in the afternoon.

"An official account" of the flight, issued from the Information Department of the Manufacturers' Aircraft Association, takes up the importance of the achievement to the following effect:

This pioneering, trail-blazing flight, in the opinion of military and civilian aeronautical leaders, is as epochal in its commercial importance as Blériot's first flight across the English Channel, not that it alone proves the ability of the airplane to fly such distances, but because of the important bearing it has on Alaska in connection with continental and Asiatic traffic. Reports just received state that the Alaskans are determined to bring about regular communication through the air. Prevented from establishing highways and railroad facilities by reason of the rough country between the States and the Territory, they look first to the Government to foster the new project, and, failing to secure such cooperation, plan to underwrite the initial expense by popular subscription.

Even now, as a result of the air-service flight, an aerial route has been photographed and charted diagonally across the United States, across Canada and Alaska—a highway approximately twenty-five miles wide, with tentative supply- and service-station sites. With the data and charts of this flight in his possession, an aviator can traverse the route with ease and comparative safety, and in the quickest possible time, surely more than a mile a minute. That there was need of pioneering work such as that just completed may be assumed from one of Captain Street's reports to Major-General Charles T. Menoher, Director of the Air Service:

"In general, the fliers consider the route across the Eastern States as having few landing-fields, and those not ideal in any instance. The Middle West and Canada as far as Edmonton along this route are ideal for flying. The Rocky Mountains, northern Canada, and southeastern Alaska are rough and forested. The expedition sighted innumerable glaciers. Rain, low fog, and clouds were prevalent. There was some snow. Yukon and Alaska are rough and partly forested, affording no natural landing-places except on river-bars. The Seward Peninsula has absolutely no landing-places except on the beach, as prepared at Nome. The route from Wrangell to Nome is ideal for water-planes."

And in this picture of a long and wearisome flight accomplished successfully and on schedule time, there is a background of a plane afire in midair, the expedition split up and lost in the fog, tire blow-outs, leaking gas-tanks, broken propellers, emergency landings, and scores of adventures over territory never before mapped, charted, or surveyed.

But, notwithstanding these handicaps, which after all were minor ones, and incident only to such a long trip and one necessarily made over unknown country, without service-stations or supplies other than those packed overland in case of emergency, the aviators carried the mail safely through to Nome, brought the newspapers and other parcels from New York in far less time than that required to send them by ordinary means of communication such as exist between New York and Alaska to-day.

The fliers successfully accomplished their mission, which, according to the writer, included:

1. Establishment of an effective aerial route to the northwestern corner of the American continent and Asia.
2. The charting and photographing of inaccessible areas in Alaska which had never been mapped.
3. Demonstration of the airplane as a means of transport, both for mail, passengers, and freight.
4. Pointing out the necessity of landing-fields and service-supply stations throughout the United States and its Territories.
5. Proving the durability of modern airplanes and motors.
6. Proving that flying is safe, even over territory where transport by railroad, automobile, and wagon is considered extremely dangerous.
7. Demonstrating the comparative ease and dispatch with which troops can be transported over long distances by air.
8. Practicability of aircraft for use in photographing and surveying, meteorological work, and general observation.
9. Cooperation between the United States Army Air Service and the Canadian Air Board.

General Menoher received the following telegram from the Air Board yesterday:

"Please accept our hearty congratulations on completion of the Nome flight. Successful achievement of this arduous task is tribute to the soundness of your organization and perseverance and fortitude of the officers and men engaged.

"(Signed) AIR BOARD."

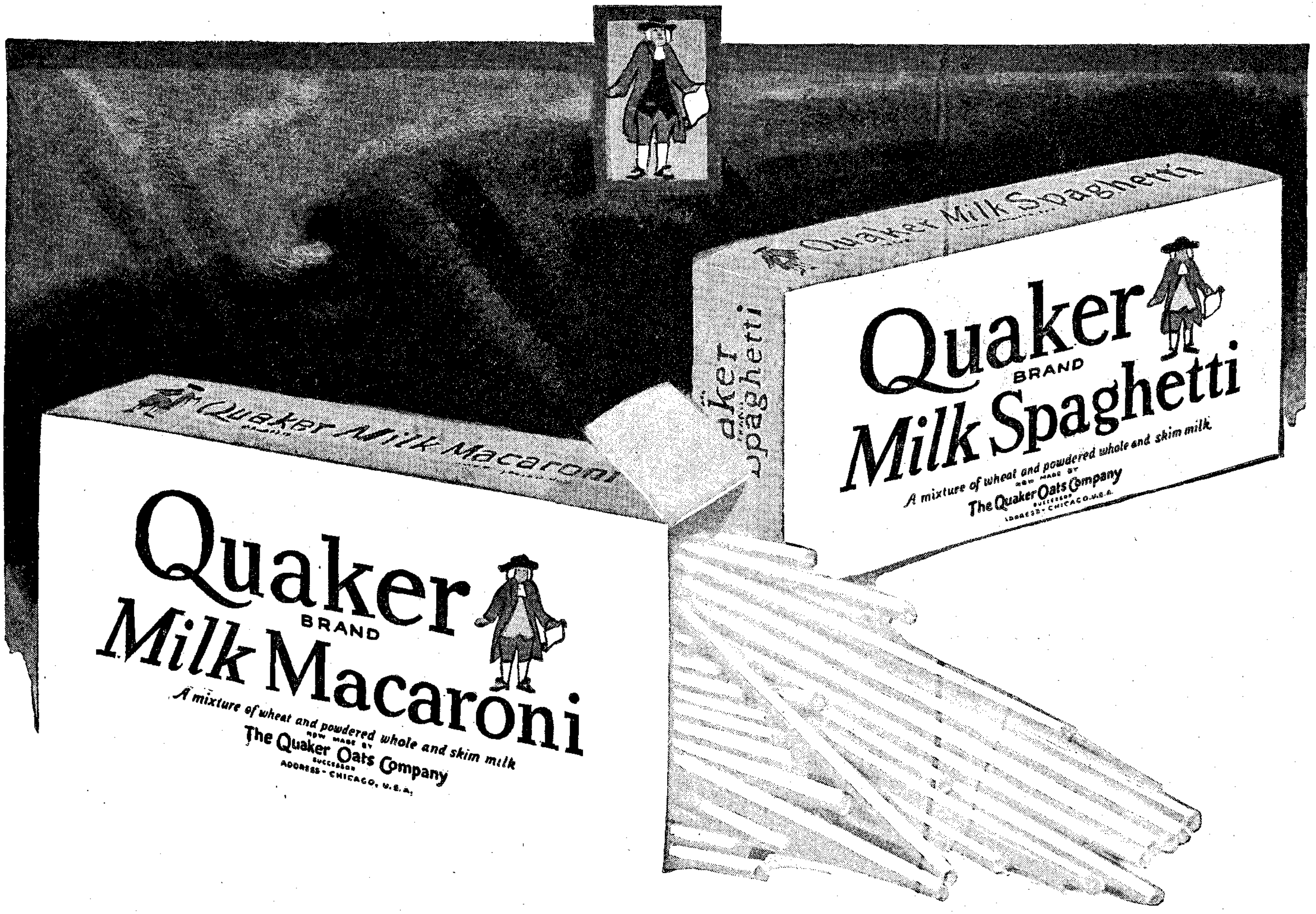
Where the mail from the interior of Alaska is thirty days or more in reaching the United States at present, two or three days by air will bring this mail from the very heart of Alaska to the center of the United States.

The expedition left Mitchel Field, L. I., at noon, July 15. In the four planes, which were D. H. 4-B Planes, powered with four-hundred-horse-power Liberty motors, were Capt. St. Clair Street, commanding; First Lieut. Clifford C. Nutt, second in command; Second Lieut. Eric H. Nelson, Second Lieut. C. H. Crumrine, Second Lieut. Ross C. Kirkpatrick, Sergt. Edmond Henriques, Sergt. Albert T. Vierra, and Sergt. Joseph E. English. Capt. Howard T. Douglas, of the Air Service, was advance officer. He went over the route in advance of the flight, arranged for landing-fields, supplies, and services along the entire route. His reports included all available data concerning topography, prevailing winds, and weather and nature of the country. These data submitted to the fliers before they set out were of great value in making the flight successful. A record has been kept by all pilots and observers of landing-fields, emergency fields, record of airplane and motor and other incidentals. Photographs were made of practically the entire journey.

By special arrangement with the Canadian Air Board supplies were distributed along the route in Canada without being detailed by the Customs.

On the first leg of the flight from New York to Erie, Pa., Captain Street's plane was forced down at Elmhurst, Pa., near Scranton, due to a heavy storm, which was negotiated by the other planes. Captain Street became separated from the other three by a fog bank and finally landed with no other damage than a broken axle. On the first day the other three planes flew through two hundred miles of rain and fog, breaking through at last for a hundred and fifty miles of fair flying weather.

At Erie, Street rejoined his command and found the field covered with mud. Lieutenant Crumrine was the first to take off, and he had such a narrow escape from wrecking his plane that the others waited until the field could be put in better condition.


Quaker Milk Macaroni
Quaker BRAND Milk Macaroni
A mixture of wheat and powdered whole and skim milk
The Quaker Oats Company
Quaker Milk Spaghetti
Quaker BRAND Milk Spaghetti
A mixture of wheat and powdered whole and skim milk
The Quaker Oats Company
CHICAGO, U.S.A.

Foods that meet the new standard of nutrition —Milk Macaroni, *Milk* Spaghetti

Man's perfect food, say scientists, is not wheat alone, but wheat and milk—combined

SCIENCE has set a new standard of nutrition by which our dietary must be judged to determine its real value.

It has been found that many of our basic foods, including wheat, lack one substance absolutely essential to health and growth — a substance called "vitamines."

Wheat, scientists say, meets the new standard perfectly when combined with milk. For milk is rich in vitamine content. That is why babies can thrive on a diet of milk alone.

Now Quaker has found a way to make macaroni and spaghetti with wheat enriched with sweet and wholesome *milk*. *Always* these foods have been made of wheat and *water*.

A new food value! A new food delight!

Dietitians, who judge food for its nutrition, assure us that we have achieved foods exceptionally rich in vital nourishment.

Famous cooks, whose first interest in food is flavor, call them an achievement in tastiness, new food delights.

For *Milk* Macaroni and *Milk* Spaghetti are as light, when cooked, as puffy little popovers—as tender as fresh asparagus tips—as rich as new creamed potatoes.

And as wholesome as home-made bread and country butter.

Ample nourishment—low cost

So hunger-satisfying, so highly nutritious are Milk Macaroni and Milk Spaghetti, you can serve them often in place of heavier, more costly dishes.

There are few foods that offer such abundant nourishment at so low a cost. And there are few foods which are at the same time so rich in flavor, so tempting, so pleasing.

Try this new kind of macaroni or spaghetti tonight.

Big value packages

We pack more macaroni than usual in each box. By thus saving in packing, and other costs, we are able to give you this better, more costly product at about the same price per ounce as ordinary macaroni.

The smaller box contains enough for two full family meals. The larger box is an even better value.

Ask your grocer for it today. If he should happen not to have it, write us, giving his name, and we will see that you are supplied.

The Quaker Oats Company, 1606K Railway Exchange Building, Chicago, U. S. A.

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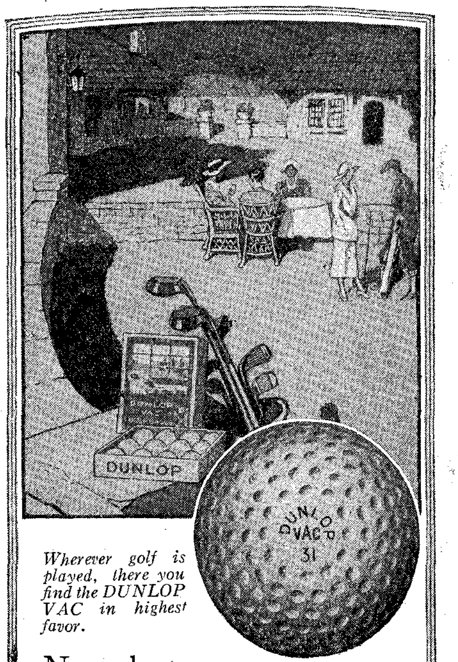
Springfield, Missouri



Wherever golf is played, there you find the DUNLOP VAC in highest favor.

None but
DUNLOP VACS

will satisfy the discriminating golfer. The uninterrupted record of DUNLOP VAC wins, justifies your first trial. Your consistent record thereafter, when playing the DUNLOP VAC, convinces you there is no better golf ball made. For length of carry and steadiness on the green, just be sure to use the dependable DUNLOP VAC.

Nos. 29 and 31
$11.0 each *$13.20 per dozen*

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--genuine inner armor for auto tires. Double mileage; prevent punctures and blowouts. Easily applied without tools. Distributors wanted. Details free.
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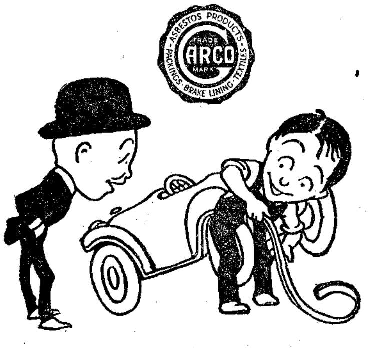


The modern smith is no village chestnut

He knows your car like "your uncle" knows your time piece. When he says "Use Garco"—take heed.

For he understands the vital need of a lining that holds in the face of all emergencies. He knows the steadfast service that Garco will give you.

There's no known way to make a better lining than Garco. Look for the Garco "smith".

General Asbestos & Rubber Co.
Charleston, S. C.
NEW YORK CHICAGO PITTSBURGH

GARCO
ASBESTOS
BRAKE LINING

MOTORING AND AVIATION
Continued

LAWS AND LOCKS, AS RECOMMENDED BY AN EX-AUTO THIEF

USE a lock on your motor-car if you want it thief-proof, is the advice of a former car-thief who has reformed after spending three years in a prison cell, and is now out to put car-owners wise to the tricks of auto-stealing. This ex-thief admits that possibly a lot of auto-thieves can pick any lock ever devised. We are told that no thief in his senses will bother with a locked car, however, when right around the corner is one without the sign of a lock, for thieves don't like extra work any more than honest men do. Another piece of advice handed out by this former crook is directed to State legislators who are urged to pass a law requiring the verification of requests for transfers of automobile licenses. Owing to the readiness with which such transfers are now made at the State registration offices, the thieves have been able to develop an elaborate system whereby they can satisfy any ordinary inquiry as to their ownership of stolen cars and thus divert all suspicion. A lock and a law, therefore, are all that are now needed to put a practically perfect crimp in the business of auto-stealing, in the opinion of this young man, who tells his own story, as set forth by Alexander Johnston in *Motor* (New York):

Automobile-thieves usually work in gangs, but not in the large numbers that most people seem to think. Three is the usual number, and that was the make-up of my crew. One was an expert mechanic, who could do the most difficult work and put any car in first-class running condition. His also was the task of dealing with changes of numbers on engine and chassis. The mechanic never took part in the actual stealing. Then there was my spotter, who singled out cars to be lifted, found out all about the owner's habits and when would be the easiest time to get away with the swag. I was the operating head, so to speak, the captain during the time when we were getting away with the car.

Our method of operation included anywhere from three days to a week of watching. During that time we learned where the car was likely to be at any given hour and whether it was watched and by whom. We knew whether there was a lock, beyond the ordinary ignition switch lock, which we were able to handle very easily by means of a master key for the particular make involved.

My gang confined its operations to Buicks and Hudsons. Practically all automobile-thieves are specialists in this way, stealing one or two makes, usually those that are ready sellers.

Our method of working would be about as follows: My spotter would find, say, a 1917 Buick which could be easily stolen. He would set himself to watch the car and the owner, so as to make the actual theft a matter of almost scientific accuracy. In the meantime I would go to, let us say, Philadelphia, tho it might just as well be Newark, N. J., or Boston, or any other city not too far away. I would run through the sales section of one of the papers and find a car of the same make and model as the one we purposed stealing. I would get in touch with the owner and pose as a possible buyer. Naturally a demonstration would be in order and I would want to see under the hood. During the inspection I would manage to copy the numbers or I might even ask for them to make sure that the car was the model claimed, or so I would tell the owner. Naturally I had the owner's name and address, and, armed with this information, I would come back to New York.

Next I would write to Albany, giving the name and address of the owner in Philadelphia, and stating that I was moving to New York and wanted to transfer the plates and using the actual numbers of the Philadelphia car. In due course I would receive the plates and licenses from Albany, made out in the name of the owner and for the numbers of the car in Philadelphia.

With this material in hand we would next steal the car and take it across the river into a quiet section of Jersey, after we had stopt on some secluded street in the big city and changed the original plates for those we had got from Albany. Over in Jersey we rented a bungalow with a fairly capacious garage. This place was in a secluded location, off the main highway and not far from a small town. Once we got the car here, our expert mechanic would start work with his acetylene torch and change the numbers on engine and chassis to correspond with those of the Philadelphia car, which remember were also on the licenses that we had obtained from Albany.

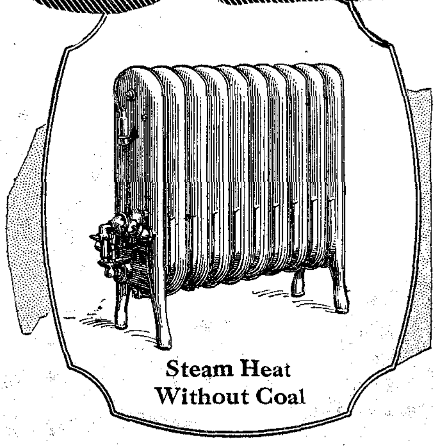
You get the point. When our mechanic had finished, we had a car with *bona-fide* numbers and registered in the name of a real man. That there was a duplicate in Philadelphia didn't bother us at all. When the Albany office received our request for a transfer of plates and a new license, it simply sent a formal inquiry to Philadelphia, asking if car with such and such numbers was registered in the name of So-and-so. A clerk in the latter office looked up the records, found name and numbers correct, and sent a formal verification to the Albany office. In this way you see we could give what had every appearance of an honest bill of sale for the stolen car. There wasn't one chance in a thousand of our being caught, because the inquiries from State to State with regard to transfers are merely formalities.

There is where I believe the present system is wrong. If one State, on being asked to transfer a license, were to write to the other State, and this in turn got in touch with the real owner before verifying the transfer, it would put a crimp in the operations of automobile-thieves. They would not be able to produce a satisfactory bill of sale.

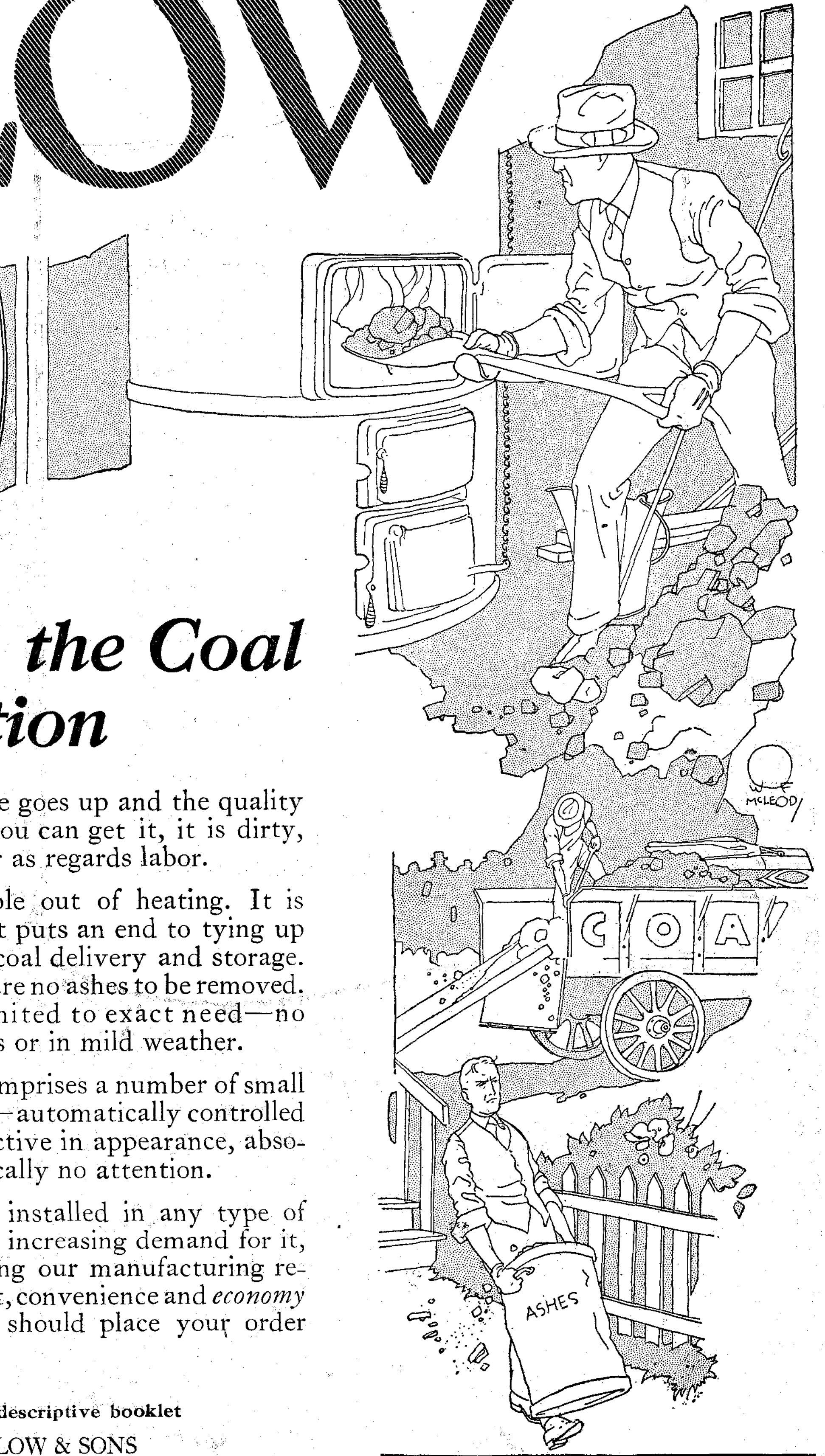
I might mention, too, that in sending to Albany for a license I always used an address at some furnished-room house. I have got plates all up and down Riverside Drive and on some of the best side-streets. It is a simple matter to hire a room for a week, send to Albany, giving the address and then go to the house to get your mail. There isn't the slightest difficulty.

When I was working we averaged $600 in the sale to fences of the cars we had stolen and we got away with an average of a car a week. As long as there is a temptation of this kind, morally weak men and boys are going to steal cars, unless the States can be persuaded to take a hand

CLOW



Steam Heat Without Coal



Answering the Coal Question

AS coal gets scarcer, the price goes up and the quality goes down. Even when you can get it, it is dirty, wasteful and a hard taskmaster as regards labor.

"GASTEAM" takes the trouble out of heating. It is clean, healthful and reliable. It puts an end to tying up capital in fuel, and the dirt of coal delivery and storage. No janitor is needed, and there are no ashes to be removed. And fuel consumption is limited to exact need—no heat is wasted on unused rooms or in mild weather.

A "GASTEAM" installation comprises a number of small steam heating units, using gas—automatically controlled—for fuel. It is simple, attractive in appearance, absolutely safe, and requires practically no attention.

"GASTEAM" can be quickly installed in any type of building—new or old. But the increasing demand for it, as cold weather nears, is taxing our manufacturing resources. If you want the comfort, convenience and *economy* of GASTEAM next winter, you should place your order without delay.

Check coupon for descriptive booklet

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Violet Ray Water Sterilizers ☐
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Filters and Fish Traps ☐
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Hot Water Heaters ☐
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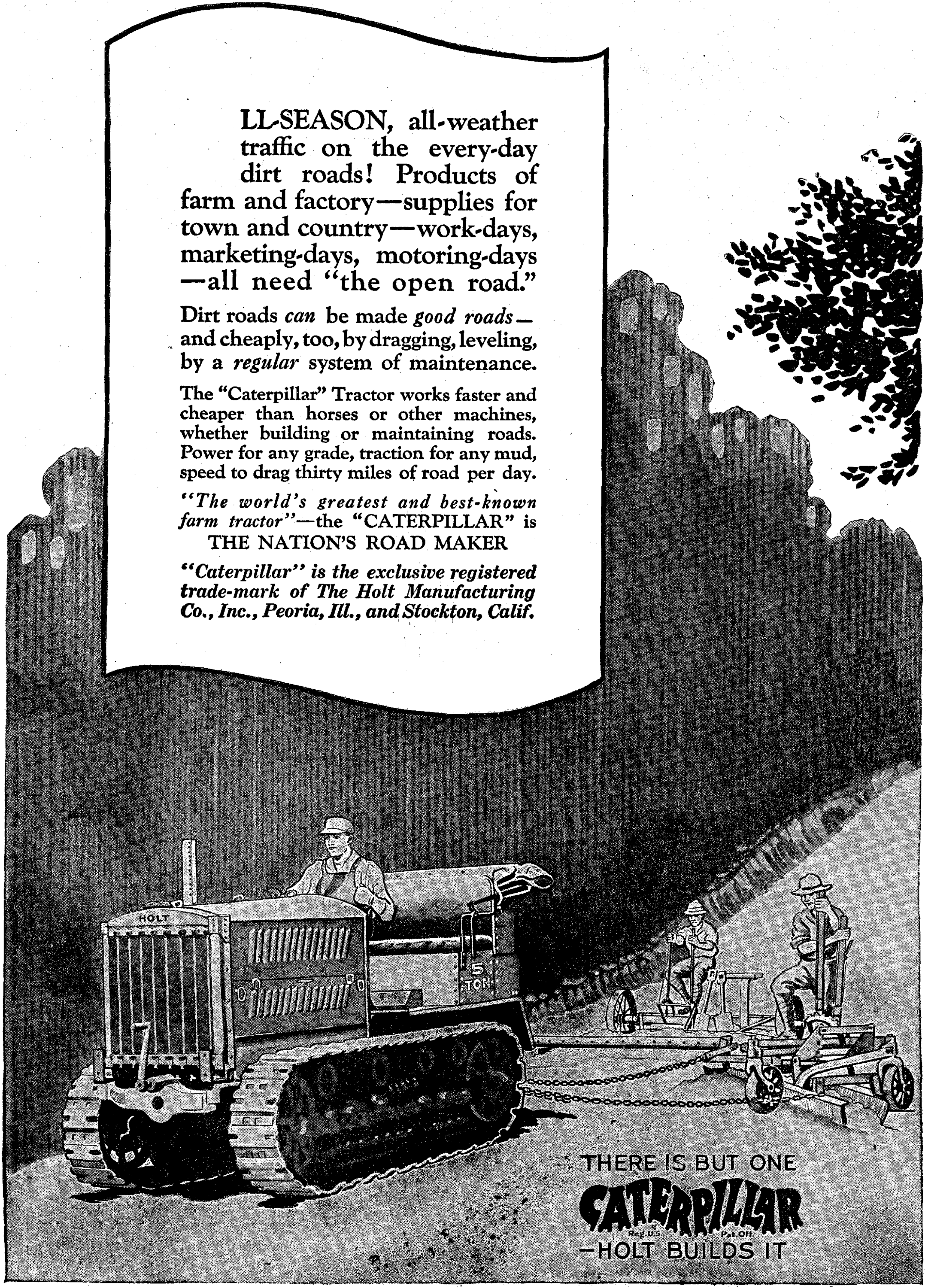


LL-SEASON, all-weather traffic on the every-day dirt roads! Products of farm and factory—supplies for town and country—work-days, marketing-days, motoring-days —all need "the open road."

Dirt roads *can* be made *good roads*—and cheaply, too, by dragging, leveling, by a *regular* system of maintenance.

The "Caterpillar" Tractor works faster and cheaper than horses or other machines, whether building or maintaining roads. Power for any grade, traction for any mud, speed to drag thirty miles of road per day.

"The world's greatest and best-known farm tractor"—the "CATERPILLAR" is
THE NATION'S ROAD MAKER

"Caterpillar" is the exclusive registered trade-mark of The Holt Manufacturing Co., Inc., Peoria, Ill., and Stockton, Calif.

MOTORING AND AVIATION
Continued

> by verifying requests for license transfers and see that the car actually is going to be moved from one State to another—honestly. I say honestly because most stolen cars are moved to another State. We always made it a practise to sell cars out of New York, and of course not in the State from which we had appropriated license and engine numbers. For instance, if we stole the numbers from a Philadelphia car, as I assumed above, we sold the car on which we used those numbers in Massachusetts, Connecticut, or even New Jersey.
>
> It's all very simple when you come to work it out. All you need to do is use a little care and there is nothing to be afraid of; you can't get caught until you get careless. But of course we all get careless after we have had a long run of good luck, and that's just what I did, and that's why I landed high and dry in State's prison. I stole a car and used it without taking the trouble to change the numbers, along came a cop who happened to have a better memory than most of them, and—blooie. And believe me, brother, I'm through; and don't forget that lock for your car.

An illustration of what may be accomplished in the way of solving the car-thief problem by legislation comes from Detroit, where one difficulty was the delay of the courts in prosecuting thieves that had been apprehended. Many cases were on the docket which had been pending for some time, one case in particular having been continued fourteen times. A reform was brought about through the efforts of the Detroit Automobile Club. Says C. C. Bradner in *Motor Life* (New York):

> Until recently Detroit had a police and recorder's court. The motor-car thief was taken into police court, where he was arraigned and bound over to recorder's court. There he was released on bail, with the result that this frequently marked the end of the case because he now began his system of delay by adjournments and postponements. In instances where the thief really came to trial and was convicted, or pleaded guilty, the culprit generally got off with a light sentence or a parole.
>
> To combat this situation, a bill was drawn for court reform, which was passed by the State legislature and approved by the people by a ratio of five to one at a regular election. The Automobile Club was one of the chief factors in getting this bill before the legislature and seeing to it that it had the support of the electorate at the polls. To-day, instead of only two judges there are seven judges, and the new ones take the view that when a person steals another person's motor-car there is no reason why he should not be made to suffer just the same sort of penalty as would be imposed for any other kind of theft. Car-stealing has been lifted out of the list of outdoor sports, or at least it no longer comes under the head of a field day hereabouts.
>
> Edward N. Hines, president of the Detroit Automobile Club, and its manager, W. S. Gilbreath, have been the guiding men in the attempt to bring about the reforms. They directed a campaign to reach the policemen of Detroit. When a policeman apprehends a motor-car thief he is profferred the assistance of the Automobile Club's attorney in preparing his case in police court. This is only a feature of the whole plan of the club to cooperate with the police department, the prosecutor's office, the sheriff's office, the State constabulary, and the courts for eliminating the thief or sending him to prison.

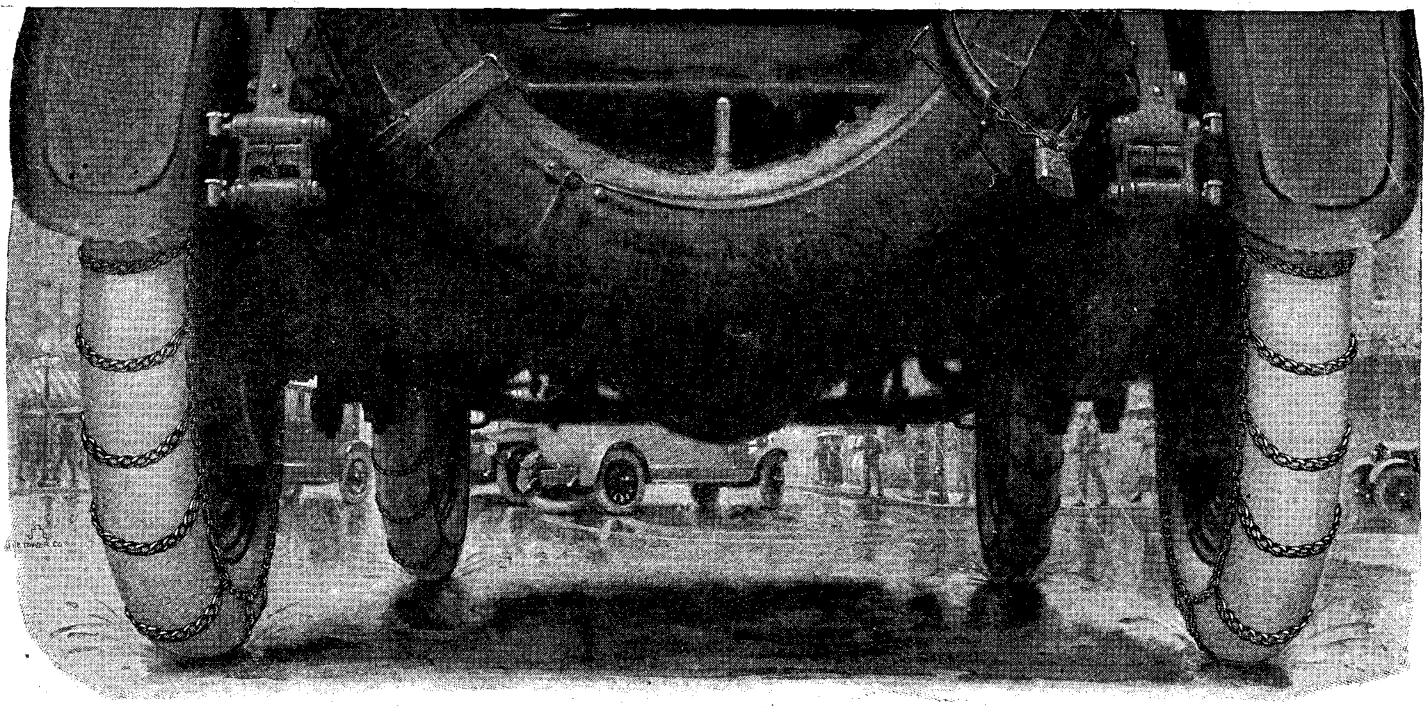
The Detroit Motor Club employs an attorney, W. D. Brown, who has ideas of his own as to how to combat motor-thieving, which involves a change in the numbering of parts. He says:

> I am fully convinced that the first place to start is with the manufacturer. The present system of numbering the different parts or units of an automobile is not sufficient. Scarcely a day passes without our police department recovering stolen cars upon which the serial numbers have not been changed. They alter a "3" to an "8" or turn a "1" into a "7." Our reports show conclusively that no Hupmobiles are stolen. When one seeks the reason for this I believe the quest need go no further than noticing the fact that the motor number is cast into the block, the figures being nearly an inch high. No thief could file off the motor number and expect to replace it.
>
> However, a proper identification mark made by the manufacturer will not be sufficient to break up the traffic. Some central bureau should be instituted where reports of all stolen motor-cars could be sent. In addition to the central bureau the United States should be divided up into zones. The automobile clubs within each zone should cooperate with the insurance companies and the police departments, exchanging reports in order to have full data before them in respect to stolen cars.

SOME SNARES AND DELUSIONS OF COUNTRY ROADS

A MOTORIST may be an expert in driving his car through the mazes of city streets and may but rarely kill a luckless pedestrian or smash his machine to smithereens against an unyielding obstacle. But let that smart city driver go out for the first time on a country road, which looks easy enough for a feeble-minded infant to negotiate, and what's likely to happen to him will be enough to change his mind forever about the simplicity of country driving. To the uninitiated, of course, the city street would seem to present many more intricacies than the peaceful country thoroughfare. This may be true so far as the number of bewildering features is concerned. There are no doubt more chances for getting into trouble on a street than on a country road. But on the street nearly all of these chances are quite apparent to anybody not dead from the neck up. The thing that adds zest to country driving is that its pitfalls are all cunningly hidden by a surface of utter innocence. Nobody who hasn't tried it knows what anguish a stretch of newly and neatly "worked" road may cause to a motor-driver, nor what sickening results may follow one's driving into a bed of nice, deep sand. The sides of the road may look perfectly substantial and in every way trustworthy, and yet they may work perfect havoc to the car that ventures to leave the beaten path. Errant hens in the road are not particularly dangerous to a motor-car, and the fearless driver may run them down with impunity. The chief danger in running over such insignificant creatures lies in the fact that the inexperienced man thereby acquires the habit of running over all living things in his way. This always ends disastrously when he tries it on a cow. Country driving further offers such difficulties as almost impossible hill-climbing, inviting side roads that end in uncompromising cul-de-sacs, rickety bridges, and the sore trial of eliciting intelligible information regarding distances and destinations from the honest country person, who himself nearly always knows exactly what he is talking about but lacks the ability to make anybody else understand it. The tribulations of country driving to the tenderfoot city motorist are well illustrated in a series of incidents set out by Frank Farrington in a sketch in a recent number of *Motor Life* (New York). Mr. Farrington suggests that he tells of these experiences for the special benefit of city drivers not used to country roads, so they may be on the lookout with a view to avoiding similar experiences. To quote:

> A very clever driver was Officer Reilly, and with his big eight-cylinder roadster he prided himself on his ability to turn around on a ten-cent piece in the city streets. It was only when he pursued a pair of automobile thieves with a stolen car into the real country that he found what back roads were like. By mistake he took a wrong turn and in a short time found himself a couple of miles up a narrow little valley where the road had just been "worked" or improved with a road machine which cut the gutters deep and put the surplus dirt upon the crown of the road. The outer edges of the gutters were cut straight down in the soil.
>
> Since it was late enough in the evening to be half dark when Reilly found that he was on the wrong road, he started to turn around at once. He got part way around, but when he reached the point where he must back up out of the gutter on one side or drive up out of it on the other side in order to make the turn, he found that the little bank was too high and slippery. In just a few minutes his rear wheels had thrown out all the dirt they could reach and the big roadster lay flat on its stomach across the road. He could get neither way. Putting on chains would not help, for the wheels did not touch the ground.
>
> In the meantime it was getting darker and the automobile thief was getting farther away. Fortunately, at that moment a belated pedestrian came down the road from the direction Reilly had been taking and, discovering the situation of the car, offered his assistance. He took a stout rail from the fence and with the end of it succeeded in digging a pair of little ditches back through the vertical dirt wall of the gutter, one for each rear wheel. These afforded an easy ascent up the bank. A couple more fence-rails shoved under the wheels gave them a little chance for traction. Then with the first rail under the front axle as a lever, the newcomer raised the front of the car a little to give further power to the rear wheels, and Officer Reilly backed his roadster up the bank far enough



Dependable Protection for Pedestrians and Car Owners

Weed Tire Chains

It seems unfair that a few careless owners and drivers who do not use Weed Tire Chains should imperil pedestrians and others who use this reasonable precaution to prevent skidding accidents.

When an automobile skids on a crowded thoroughfare it is more of a danger to other vehicles and persons than to itself and its occupants.

There is nothing so maddening or so nerve racking as to have another motorist skid into you imperiling the lives of your passengers and smashing your car, especially when you know *it could have been prevented* by the use of Weed Tire Chains.

Some of the larger cities are greatly agitated over the skidding menace and committees have been formed *to draft stringent ordinances* for the protection of pedestrians and road users.

It is high time that careful, sane motorists adopt some means to protect themselves and pedestrians and prevent the awful loss of life and property caused by skidding.

The courts should not regard skidding as an unavoidable accident when Weed Tire Chains, *the proven device for preventing it,* are so easily available and at so reasonable a price.

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MOTORING AND AVIATION

Continued

to make his turn. When he sought to thank his assistant, he could not find him, and so he drove off in the dark with a better knowledge of the importance of finding the right place to turn on a narrow dirt road, even tho it might necessitate driving a mile to locate that place.

One other experience Reilly had that night that taught him something more about country roads and ditches of suspicious character. This was after he had given up his thief as lost and was on his way back to the city. On a good dirt road he was making fairly good time until he overtook a truck and pulled out to pass it. He noticed that the truck did not get over very far, but there was room enough on his side by driving in the gutter, and the fact that there was water running in the gutter did not deter him, but when the wheels on the left side got into the shaly soil of that wet gutter he came to a quick stop and his left drive-wheel would not budge, and the other spun on the road without pulling him out. In a minute he was in almost to the axle.

The driver of the truck stopt, came back, and called Reilly a fool for getting into such a hole, remarking, "Anybody that ever drove this road knows you got to stay on the road up through here."

"I never saw this road before," said Reilly. "How should I know it's got a bottomless pit along each side of it?"

"Bottomless pit is right," said the truckman, "and three feet of quicksand or shale or something in the bottom of it. Well, I suppose I can pull you out, but don't try to go by till we get to where the gutter's dry.

"I guess you're from the city, ain't you?" he continued, as they adjusted a rope. "Say, when you see a wet gutter along a strange road, you just stay out of it till you find out what's in the bottom. Sometimes if you stop the minute you get in you can get chains on and get out. Sometimes you can get all your load on the high and dry side and make a start, but don't waste any time trying to drive out without chains or something after you get stuck, and you ought to carry a couple of pairs of mud-hooks that you can put on easy. You can see yourself that this would be a helluv a place to have to put a chain on that wheel. Nothing to set your jack on. You'd be all night getting yourself out of there alone and you'd be there in the morning at that."

It was a pretty thorough lesson Reilly had that night in the matter of gutters and ditches and the like and it taught him what a good many country drivers already knew, that the easy way to get out of such trouble is to stay out in the first place and back up a hundred yards if it is necessary, rather than meet a car where one must get into a treacherous ditch.

Familiarity breeds contempt in human beings, not only for their fellow humans, but for anything else with which they may become familiar, including the dangers of driving a motor-car. The man who feels weighted down with responsibility when he first has hold of a steering-wheel and drives as if his bus were loaded with TNT, gets reckless after a little experience and lets her go. Such a man was Fritz Greene, a friend of the driver, with whom, he says, he went driving at times, not joyfully but with "a hope for the best." Not long ago he took Mr. Farrington on a trip—

There was one point where between two stretches of State road there is a mile of dirt road. It had been raining hard and when we came to that greasy dirt I offered to help put on the chains.

"We don't need 'em for this little way. We'd just have 'em to take off again in ten minutes," and away we went. I sat on the edge of the seat and looked down over the steep bank on my side of the car and wished I had the nerve to insist on chains or on walking that mile. We did pretty well until almost to the end of the dirt stretch, when we struck clayey soil, about as greasy as butter. And there came a side slip and the rear of the car went over the edge of the bank, broke the fence, and stopt, held by a cracking post. With the motor stopt Fritz didn't dare start it again, because the outfit looked as if about one good cough of the engine would crack off that post and down would go the car fifty feet into a stone pile.

There was a little shanty near by where some hillbilly lived, and I was able to secure the services of the man with about ten feet of clothes-line and that was all the help in sight until along came a farmer with a flivver and chains on and, of course, as they always do, he pulled us out and told us what he thought of our chainless condition, and said he'd ought to leave us to go down the bank because he didn't think we would learn anything by the experience. As a matter of fact, Fritz went right on the rest of the way without chains and also without my society, for I walked to the State road.

It seems to be human nature to take chances. I have even seen a driver try to cross a strange stream through the river-bed, because the bridge was broken, and do it without putting on chains before driving into the water, and I had the pleasure also of seeing him stuck when he tried to get up the opposite bank and he had to put on chains in the water!

Another time when Fritzie ought to have learned something was one day when we went hunting in the fall. There had been some weather cold enough to freeze the ground, and then it had warmed enough to thaw it out again. The ground looked as usual, but it was wet and soft.

Hunting and fishing trips take a fellow and his car into strange places sometimes, and this trip took us to where the road was so narrow that in order to park our car and leave room for traffic to pass, we had to back out on the grass. Fritz had no trouble backing off because it was slightly down-hill. The trouble began when we got back to the car to start for home and we were tired with tramping. Then, of course, the car would not climb into the road. The wheels simply spun around. I stopt the spinning before we dug in and we got chains on. We should have parked the car above the road, and then it would have rolled down on to the road without chains, but in that event we probably could not have got on the grass without them. Wet grass, soft ground, sod just thawed, all make bad going. I have even driven my car out on the frozen sod in the morning only to have the sun thaw it out so much by noon that only the use of chains would get me back to the road.

And speaking of grass, I was out once and saw a motorist sitting disconsolately beside the road, one front wheel broken to pieces and the car otherwise damaged. I asked him what had happened.

"I met another car right back there and turned out to pass. I was going right along,

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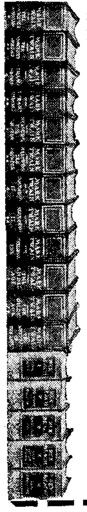
Am I Going To Be Huck Finn?

Artists have tried and failed to put Huck Finn on canvas. So we turned to the photographer. "I know the very lad," he said, and called him in.

His freckled face was one ecstatic grin.

"Gee, am I really going to be Huck Finn?" he gasped. "There's nothing I've ever wanted to be so much as Huck! Ain't this great!" Then the camera clicked and here he is.



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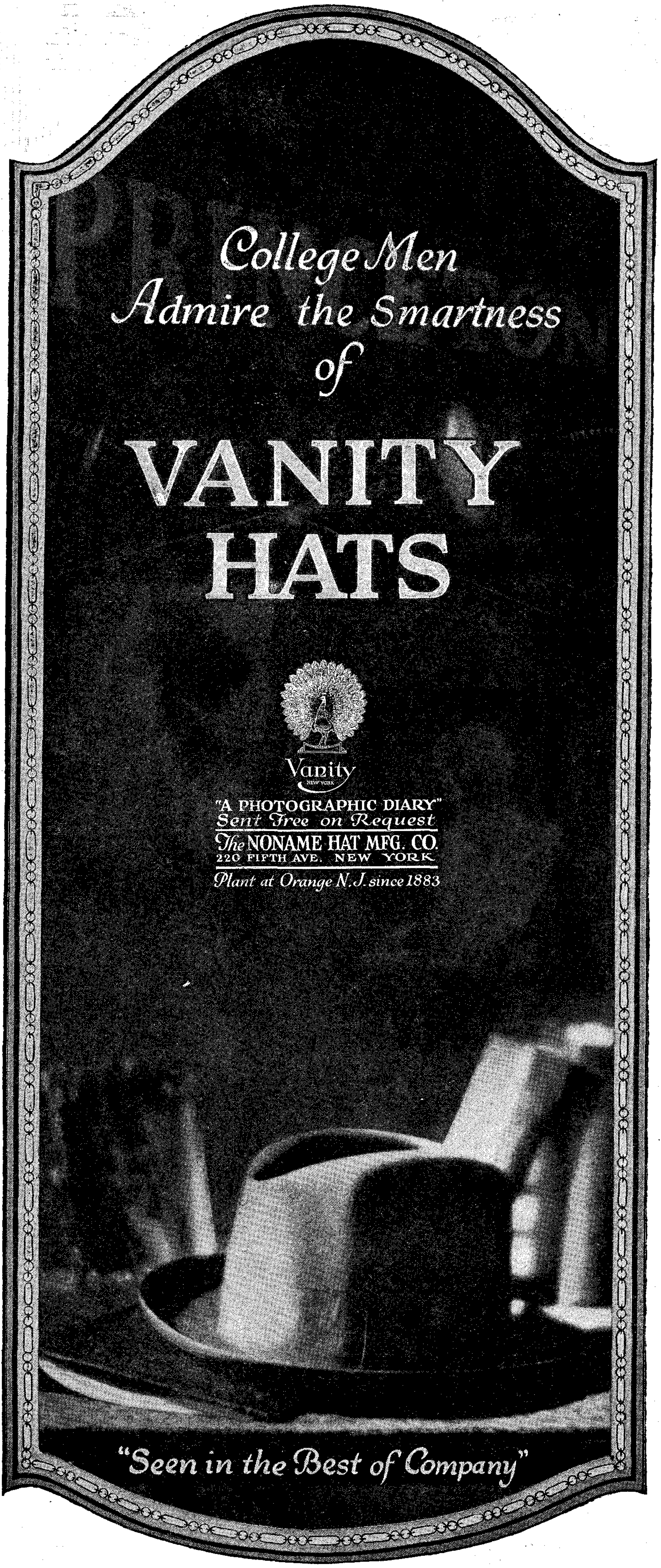
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MOTORING AND AVIATION
Continued

and this grass beside the road looked smooth enough, but see that young rock there! I hit it square and busted things all up. I'm going to sue the town for letting the grass grow like that along the highways. It's a crime."

I mildly suggested that the road was full width without getting into the grass, but all I got out of him was, "What do you expect? Has a man got to slow down to a crawl every time he meets anybody? The other fellow didn't give me enough road to pass safely at any speed at all. I had to get into the grass or slow down to a walk."

And there you are. That motorist thought he could drive on a dirt road at the same speed he could on a State road. He didn't realize that twenty-five miles an hour on country dirt roads is good driving and too fast for many of them.

The slowness and general stupidity of country folk are matters of irritation to some city motorists on country roads. No doubt there is a lack of gray matter in rural communities, but that it is found elsewhere also is indicated by the following:

"You country people are awfully slow," said a city cousin to me while making me a visit. "Look at the way your motorists and your horse-drivers take their time on the road to get out of a fellow's way."

"The trouble with you, George," I said, "is that you fellows from the city think you own the roads. When you blow, you think the fellow ahead ought to jump to one side as if he were afraid he'd get run into. Now, you don't realize that a horse and wagon can't jump like a jack-rabbit, and it takes them time to get over if they do their best. And then a man with a load of milk-cans or loose lumber, or even with just an empty lumber-wagon, may not hear you at all. Or he may see some defect in the road ahead of him that he's got to pass before he can get over.

"You can't make me believe that country folk are any more apt to be road hogs than city folks. We aren't as snappy drivers, but we don't take off our hats to any one in the matter of regard for the other fellow's rights."

"You don't think quick enough," persisted George.

"Listen," I said. "The other day one of your quick-thinking city chaps was loping it over a piece of State road near here and he saw a truck ahead and sounded his horn for the truck to give him room to pass. The truck swerved a little to the right and the city driver tried to shoot by. As a matter of fact, the driver of that truck had not heard the man behind and had just happened to swing over a little way. He came right back into the road just as the fellow was going past him, and that crowded the passing car into the ditch and it turned a somersault and the driver and his passengers were allowed to escape by a miracle. It was a case of quick thinking all right. He thought he had got the right of way when he hadn't. He thought too soon."

I was sitting across the table from a tourist at a country hotel and we fell to talking about country driving. "I learned a lesson to-day," said he.

I exprest my interest.

"I'm from the city, and I always thought country people on the road were a little stupid, not quite up to us city drivers, and when I asked directions of them, they wouldn't answer right up like a city traffic cop. To-day I was passing a couple of men standing by a Ford talking together. I slowed down and asked the best road. Neither of them replied. I was past them by that time and I yelled the question at them again without any answer.

"Then I stopt and backed to them and said, 'I wanted to know the best road to Klawverick, but perhaps you don't know anything about it.' I was a little irritated and I showed it.

"One of the men came up to my car and said, 'Sorry, stranger, but my engine there is making such a racket I couldn't get what you said.' I cooled right down and I got a carefully considered answer in such a hearty tone that I was ashamed of my irritation and mighty glad I hadn't been heard.

"Since that I've been considering whether I was justified in what I thought about country people, and I've got to admit that I was wrong in the main. They may be a little slow to understand what I mean, but I may speak rapidly and ask them things they don't know. If there is any slowness it is not due to stupidity or to lack of courtesy, and I don't believe I would have the patience to explain to any one asking me the way in the city as carefully as the way is explained to me in the country when I take time to stop and give my question plainly."

THE "OMNIMOTE"—THE STORY OF A TRIAL RUN OF THE FUTURE

WHAT advances will have been made by motor travel when the world arrives at the year 2000? One man, whose guess is as good as another's, if not better than most, presents in the pages of a London automobile magazine his idea of a startling development that may be expected to revolutionize motoring, whether on the earth's surface, in the air, or under the water. He casts his prophecy in the form of a little personal experience, thus:

Jenks, the works manager of the Prettiwell Car Company, Ltd., had shown me round. It was an interesting experience, tho the noise, the smoke, the relentless activity of everybody and everything concerned, had left me tired out, so that I welcomed the prospect of getting away.

But Jenks would not let me go till he had explained the working of his time-recorder, which checked the incoming and the outgoing of the thousands of Prettiwell employees.

There was one of these time-recorders just inside the gate by which I was to leave the works. Jenks himself, it seemed, had invented the machine and was not a little proud of it.

"You see," he said, "everybody passes singly through the turnstile, thus exposing a film in a cinema camera; and as the movements of the film synchronize with those of a time-slip, the print gives an unquestionable record of each employee's daily work."

"Wonderful!" I said.

"The record runs," he went on, "from 00.00—that is, midnight—to 23.59—one minute before the following midnight—in each day. Manufacture is continuous, work being in three shifts. As it is now just on 8 P.M., the dial indicates just short of 20.00; you see—two, nought, nought, nought."

Jenks had a monotonous voice, and I

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LIGHT, smart, distinctive—proof against hours of driving rain—that's the U. S. Raynster, the coat well-tailored men are wearing everywhere in wet weather.

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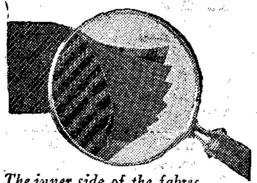
Raynsters are also made with smooth rubber surface for farmers, policemen, firemen, drivers, sportsmen and all who work or play outdoors. Back of their sturdy strength is all the painstaking care in manufacture that has made the Raynster famous.

Every coat that bears the Raynster label, no matter what the price—whether it's the lightest, smartest summer model or a teamster's heavy stormcoat—is backed by all the skill and experience of the oldest and largest rubber manufacturer in the world.

Ask your dealer to show you U. S. Raynsters—if he does not carry them, he can get them for you—or write us at 1790 Broadway, New York, for booklet showing many different styles.

Look for the name *Raynster* on the label.



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Marked Style Changes in Men's Clothes for Fall

New style changes for Fall as correctly interpreted by Society Brand Clothes will be heartily welcomed by men who pay particular heed to their appearance.

The long vent in the coat has gone. Vents in modish suits this Fall will be noticeably shorter.

Body contours have changed. The high waist line and the pinched-in effect have gone.

Coats hang with greater fullness from the shoulder. The result is a pleasing effect of unusual ease and smartness.

These are the style features that mark this season's models in Society Brand Clothes.

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MOTORING AND AVIATION
Continued

had been listening to it for many hours on end. I really was not attending to what he said.

"Two, nought, nought, nought," I echoed.—"Two thousand A.D.—I mean P.M."

The clock began to strike eight.

"Pretty good time-machine—isn't it?" said Jenks.

"Time-machine!" I ejaculated. "Didn't H. G. Wells—? Two, nought, nought, nought—Two, O, O, O!—O-o-o-oh!"

That last long-drawn "Oh!" meant that something unusual was happening—

Bzzzz!—whrrrr!—sssssh! Then things settled down.

"—And here," said Jenks, as if in continuation of previous conversation, "is our 2000 model Omnimote."

Yes, there it was—a curious machine, glittering like burnished and bejeweled aluminum in the clear air of the factory precincts. For the air had suddenly become clear. Not a trace of the reek remained. Something, too, had happened to the factory itself. It had become a translucent — almost transparent — crystalline structure in which the leisurely moving forms of an army of workers could be seen; and the silence was almost oppressive.

"It's like a transformation scene in a pantomime," I commented.

"A Peter Pan-tomime," said Jenks—"always running. But it has long since grown up—from small beginnings and big ends."

"What's the matter with it?" I gasped, dazed.

"Well, if it comes to that," said Jenks, testily, "what is the matter with it?"

"N-n-nothing," I stammered apologetically. "But something's happened—that time-machine, H. G. Wells, 'Alice in Wonderland,' or 'Through the Looking Glass'—which was it? Have we beaten time?"

"I don't know what on earth you're talking about!" said Jenks. "I thought you wanted to see our 2000 model Omnimote."

"I certainly do," said I. "Is this it?"

"It undoubtedly is it!" said Jenks, proudly. "The last word in Omnimote construction."

"Omni—omnimote!"

"Our all-purposes bus," he explained—"runs, flies, swims, dives. Like to try her?"

"Come on," I said, boldly; "I'm game."

We took our places in the all-enclosed body.

"What do you think of the upholstery?" asked Jenks. "Nice job—isn't it?"

"It's a really cushy job," I replied—not without reason, for the upholstery was so luxurious as to eliminate all sense of weight distribution. I seemed to be floating on some non-existent material, if you know what I mean.

Jenks, seated by my side, touched a button, which I took to be the self-starter switch. I watched his movements intently for some minutes.

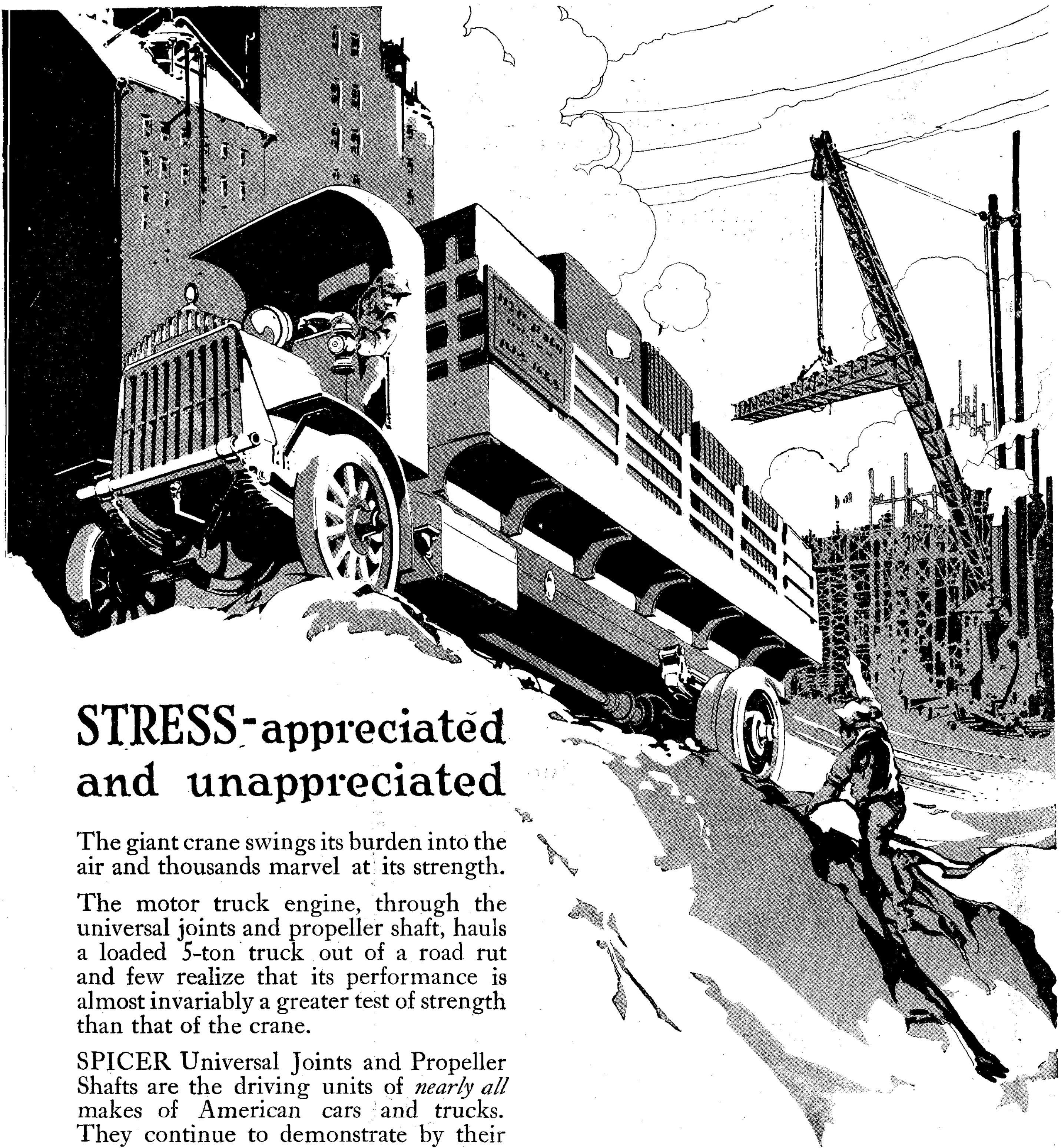
"You see?" he presently said.

But nothing seemed to happen except that the slightest possible tremor ran through the Omnimote.

"But why doesn't she start?" I asked.

"She has started," he replied; "in point of fact, we're nearly there."

"Nearly where?" I gasped, as I sat up and began to take notice of my surroundings.



STRESS-appreciated and unappreciated

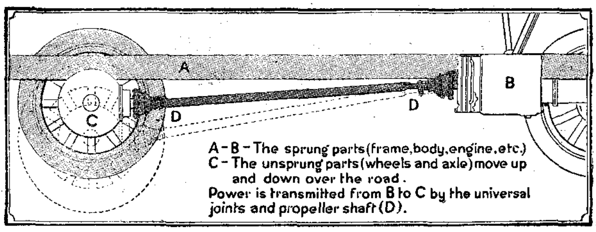
The giant crane swings its burden into the air and thousands marvel at its strength.

The motor truck engine, through the universal joints and propeller shaft, hauls a loaded 5-ton truck out of a road rut and few realize that its performance is almost invariably a greater test of strength than that of the crane.

SPICER Universal Joints and Propeller Shafts are the driving units of *nearly all* makes of American cars and trucks. They continue to demonstrate by their consistent daily performances, the soundness of the policy of concentration on the production of this one vital part.

Spicer Manufacturing Corporation
South Plainfield, New Jersey

Write on your business letterhead for illustrated booklet covering the Spicer Universal Joints and Propeller Shafts



A-B-The sprung parts (frame, body, engine, etc.)
C-The unsprung parts (wheels and axle) move up and down over the road.
Power is transmitted from B to C by the universal joints and propeller shaft (D).

Spicer

UNIVERSAL JOINTS AND PROPELLER SHAFTS

Make an early date

with yourself to go to your dealer for a pair of Ivory Garters. Keep your mission well in mind, and tell him, "I want Ivory Garters."

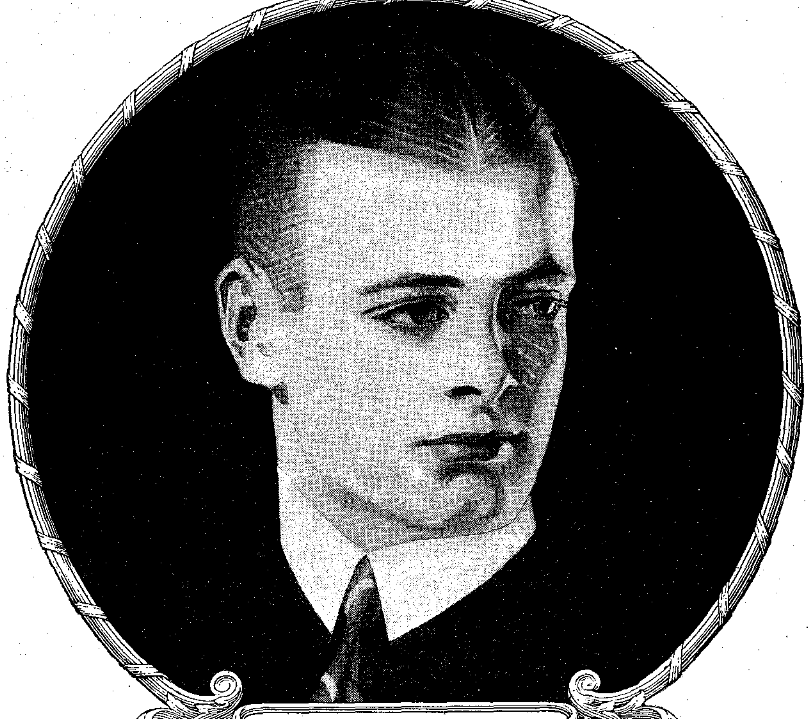
You'll realize a marked difference in your feelings the minute you hitch them on. Then you appreciate how easily Ivory Garters fit your legs.

For Ivory Garters have no metal to rust, or pads to press or bind. They are made clear around of lively, active fabric web that keeps its life and cling for many moons of useful service. This explains Ivory Garter lightness, that luxurious, secure sense of socks held safe and smooth.

IVORY GARTER CO., New Orleans, U. S. A.

You're headed right when you say to your dealer, "Give me a pair of Ivory Garters." These simple words will treat you right.

Ivory Garter
REGISTERED
U.S. & FOREIGN
No metal
No p
Won't
Ivory Garter



THE quality that
put Arrow Collars in
the premier place in public
confidence is the quality that
you are getting today

ARROW COLLARS

CLUETT, PEABODY & CO., INC., MAKERS

MOTORING AND AVIATION
Continued

Only then did I realize that we were speeding along at inconceivable miles per hour.

"Where are we?" I asked.

"Getting toward the Sandwich Islands," he told me—"watch her climb!"

He deprest a pedal. I looked out through the Milliplex screen, to see two expansive planes shoot out from the sides of the Omnimote—wings of iridescent gauze, like those of a dragon-fly. We rose to a great height, whence we looked down on the Sandwich Islands from the distance. It was a perfectly beautiful sight.

Then we planed down, and down, and down.

"We're falling into the sea!" I expostulated.

"Certainly," said Jenks. "Why not? We've got to cool down."

"But what about me?" I asked, anxiously.

"It won't even cool your enthusiasm," he laughed. "Wait—"

"And sea!" I joked feebly.

Down!

Splash, spray, hiss. We alighted, we dived, we were submerged for about a minute. The all-enclosed body kept us as dry as a bone. Then we rose to the surface and skimmed toward the beautiful harbor. An albatross could not have done it more gracefully.

"This," said Jenks, "is Honolulu—charming spot, isn't it?"

"Hono—!"

"Doesn't she skim beautifully?" said Jenks, proudly, as we just cleared the rigging of a yacht. "The Omnimote beats 'em all at that."

We landed on the golden strand.

"Now," said Jenks, "I'll show you my little week-end cottage. I think you'll like it—much better than stuffing in England over the week-ends!"

The cottage was a charming, creeper-clad bungalow on the foreshore—just above high-water mark, Jenks explained. As we sat down on the veranda whisky and soda was brought in by a bevy of beautiful Hawaiian maidens.

But I thought only of the Omnimote, now glittering on the shore in the brilliant sunshine.

"A wonderful machine!" I said to Jenks—"wonderful!"

"I thought you'd like her," said Jenks. "Of course, she isn't really on the market yet; but we have a waiting list of thousands."

"It reminds me of 1920," I said.

"That was before my time," said Jenks, looking surprized.

"This is before my time," I commented, half soliloquizing. "But tell me about the Omnimote—how about her petrol consumption?"

"I beg your pardon," he replied—"what is petrol?"

"Getting on to four shillings a gallon," I said.

Jenks continued to ponder over my question, with a look of perplexity in his face. Presently, however, he said:

"I think I know what you mean—petrol was, of course, a fuel that they used up to about 1930, when all the wells ran dry. To-day petrol is only a scientific curiosity, synthetically produced in laboratories. I'm told that it's quite good for cleaning grease-spots from clothes."

"Then what do you run on?" I asked—"electricity?"

"My dear chap!" Jenks protested—"surely we've got beyond that kind of thing! Electricity was a crude and wasteful form of energy—in its day. It could only be produced at all by conversion of some other form of energy—heat, motion, chemical action, or what not; and there was always a heavy loss in the conversion."

"Bad as pounds against American dollars!" I said.

"In the old days," he went on, unheeding my remark, "men used to dig materialized solar energy out of mines, in the shape of coal, or pumped it from wells, in the form of petrol, or played conjuring tricks with it, and called it electricity. We have long since got to the point where we can make direct use of the solar energy. Solex is, therefore, the one practical motive power to-day."

"Is there enough of it to go round?" I asked.

"Yes," he said—"except when there are sun-spots, and then it has to be rationed. Ordinarily, the supply is enormously greater than the demand—at all events, it has been so since the gravitation theory was exploded."

"Is it exploded?" I asked.

"Surely you know that Sir Raymond Gubber and Sir Roland Butters simultaneously proved to the world that Sir Isaac Newton was hopelessly wrong about that apple? Every schoolboy knows that."

"Then, didn't it fall?"

"Yes, it fell, all right—but because it had absolute gravity, the earth's attraction had nothing to do with it. The schoolmen were right; bodies have absolute levity and absolute gravity. It was in 1972 that a metal of absolute levity was discovered—Aphelion. A rich deposit of it was found in Mars, and we have been drawing on it ever since."

"What use do you make of it?"

"We use hardly anything else in Omnimote construction. It has the lightness of hydrogen, the rigidity of cast iron, and the toughness of vanadium steel. All our metal parts are of Aphelion. It is the other parts that give us our weight. In point of fact, we have to carry weight of some kind—enough to keep the Omnimote down, with the help of the weight of the passengers, or the machine would simply float off into space."

"And the sun gives you all the energy you need?"

"Certainly—direct. Our engine works on exactly the same principle—developed, of course—as those radiometers you see in the optician's window."

"It must be pretty powerful?"

"Not at all," said Jenks. "The weight of the machine is reduced to such a low point by the use of Aphelion that it needs very little energy to propel—or even to elevate—her. In the old days they talked of foot-pounds; now we talk in terms of mile-milligrams."

"But how can you depend on Solex on dull days or at night-time?"

"Of course," he replied, "we can store Solex; and in point of fact, we do store it in a kind of solenoid."

"But," I demurred, "I thought a solenoid had something to do with electricity?"

"So it had—at one time," said Jenks; "but science has made remarkable progress since then."

Of course I quite realized that.

"Now tell me about the tires," I went on.

"Aphelion once more."

"Is it resilient enough?"

"Resilience," he explained, "is a bugbear when weight is reduced to a negligible minimum."

TIFFANY & CO.

PEARLS JEWELRY WATCHES CLOCKS SILVERWARE

QUALITY

PURCHASES MAY BE MADE BY MAIL

FIFTH AVENUE & 37TH STREET
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25 RUE DE LA PAIX

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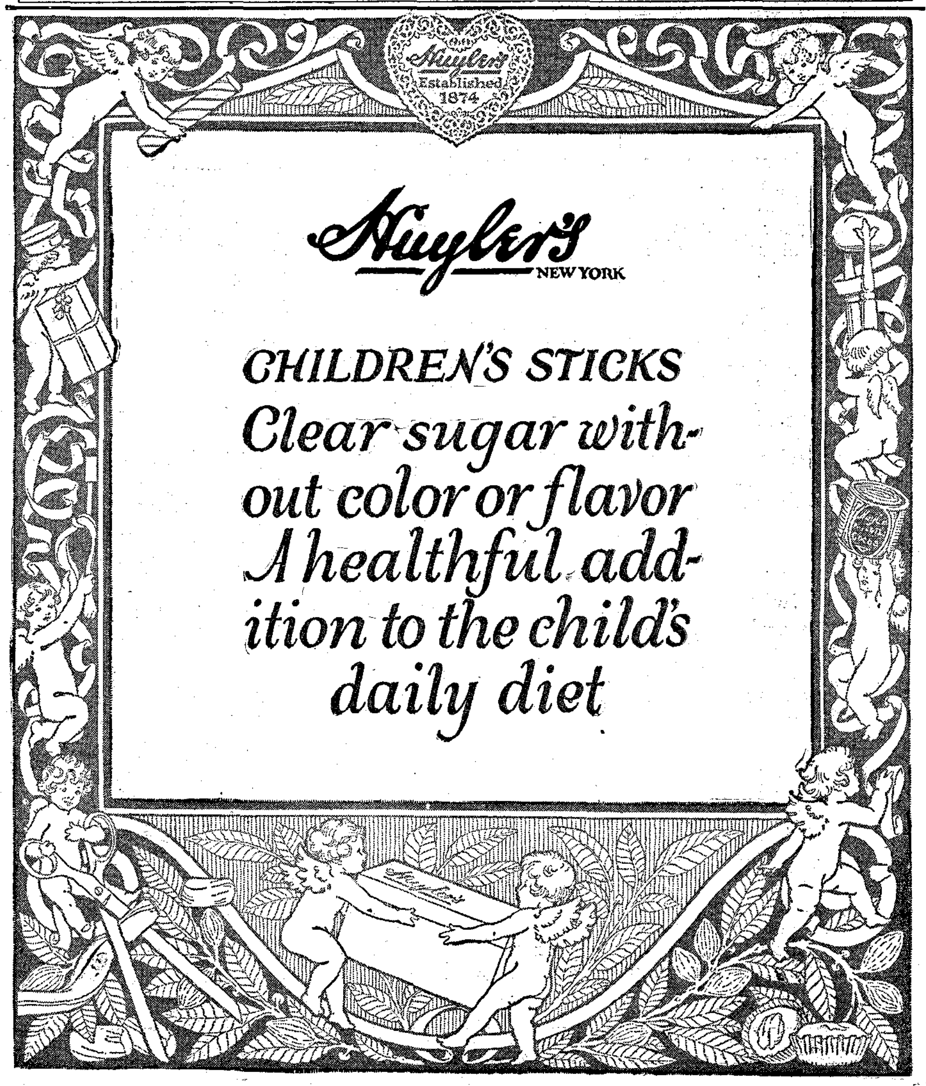
221 REGENT STREET



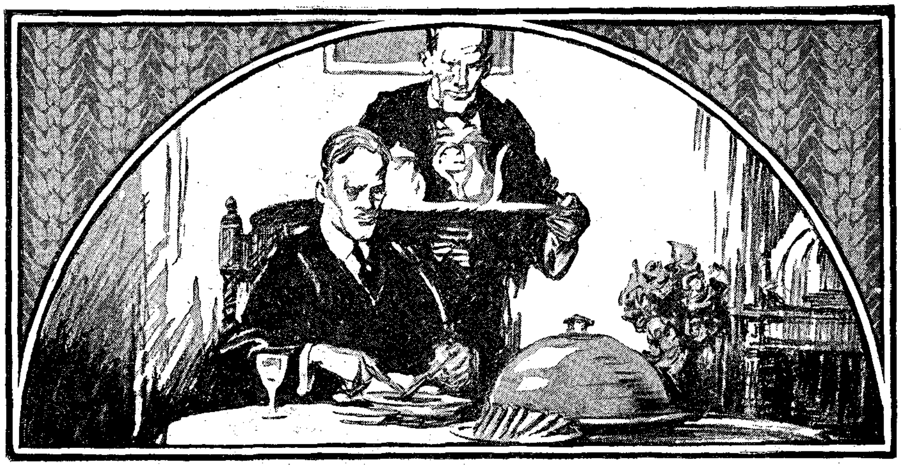
Huyler's
Established 1874

Huyler's NEW YORK

CHILDREN'S STICKS

Clear sugar without color or flavor

A healthful addition to the child's daily diet



One chance in three you're eating wrong

Enough food, probably, but not enough of the right kind. Are you getting these vital elements?

THIS morning someone probably greeted you with the old familiar question "How are you?"—and you said, "Oh, all right." Most folks say "All right."

But did you really mean it? *Are* you feeling right up to the mark—*all* right? Or do you sometimes feel that the pace is telling on you; that a "rest" is what you need?

If the truth were known a lot of us would show up below par. Our vital reserves aren't what they should be.

Experts in nutrition say that right here in America one person in every three—rich and poor alike—suffers from malnutrition without realizing it.

In the three square meals you and your family get each day there's enough food probably, but very likely there's *not* enough of the right kind.

If you lack vitality; if a child of yours doesn't seem to thrive, the chances are you're not getting a sufficient supply of certain food elements.

The 16 vital elements

Sixteen natural food elements (as shown in the panel) are needed to keep the body strong and well. All of these are vital elements.

Nature provides them in the wheat grain more nearly in the proper proportion than in any other food, save possibly milk.

But many of the most important of these elements are lost in modern methods of wheat preparation, through removal of the six outer layers of the kernel, commonly called the bran. The iron, for instance, which makes red blood to carry the life-giving oxygen to every cell. The phosphorus without which, a scientist said, there could be no thoughts.

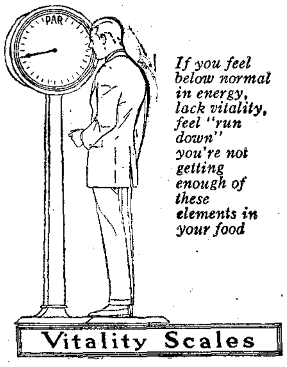
And the calcium upon which the development of the whole bone framework of our bodies largely depends.

Only in the entire wheat grain can *all* of the needed elements be secured—the proteids, the carbohydrates, the fats and these vital mineral elements.

The sixteen vital elements of nutrition

Oxygen
Hydrogen
Nitrogen
Carbon
Sulphur
Magnesium
Phosphorus
Calcium
Sodium
Chlorin
Fluorin
Silicon
Manganese
Potassium
Iron
Iodine

Each grain of wheat contains all of these 16 vital elements, *but 12 of them are largely lost* in the removal of the six outer layers of the grain, commonly called the bran.



If you feel below normal in energy, lack vitality, feel "run down" you're not getting enough of these elements in your food

The 16-vital-elements food

Thousands now draw from Nature's larder these sixteen vital elements in Pettijohn's, a whole wheat breakfast food of rich and gratifying taste.

Its steaming fragrance awakes sluggish appetites in old and young alike. Its natural nut-like flavor will delight you and your children.

With cream and a bit of sugar, if you wish, it makes a vital energy ration of particularly luscious flavor.

Try Pettijohn's if you're feeling below your normal in energy and vim. Give its natural bran laxative a chance to set you right, as nature intended you should be. Give its sixteen vital elements a chance to renew your strength.

Let your children have Pettijohn's. Their bodies crave the food elements it supplies.

Your grocer has Pettijohn's—or will gladly get it for you. Make tomorrow's breakfast of this sixteen-vital-elements food.

Made by the Quaker Oats Co., 1627K Railway Exchange Bldg., Chicago, U. S. A.

MOTORING AND AVIATION
Continued

"What about the gearing?"

"We have no gears on the Omnimote," he told me—"because they are no more needed there than on the old-fashioned steam-engine. For more power, you let in more Solex; for reduced power, you cut it down. For the same reason, we have no use for a clutch."

"And the differential?"

"Abolished, because Solex can be directed to either wheel. That's how we steer—by direction and deviation of Solex."

"What's your cooling system?"

"Water, of course."

"But water weighs a good deal."

"Of course, we don't carry it; but there's always water about, either up aloft or down below. A handy rain-cloud or a convenient lake or sea will always cool her down, tho, as a matter of fact, she doesn't get very hot."

"Ignition?"

"No use for it!" said Jenks contemptuously—"have another whisky?"

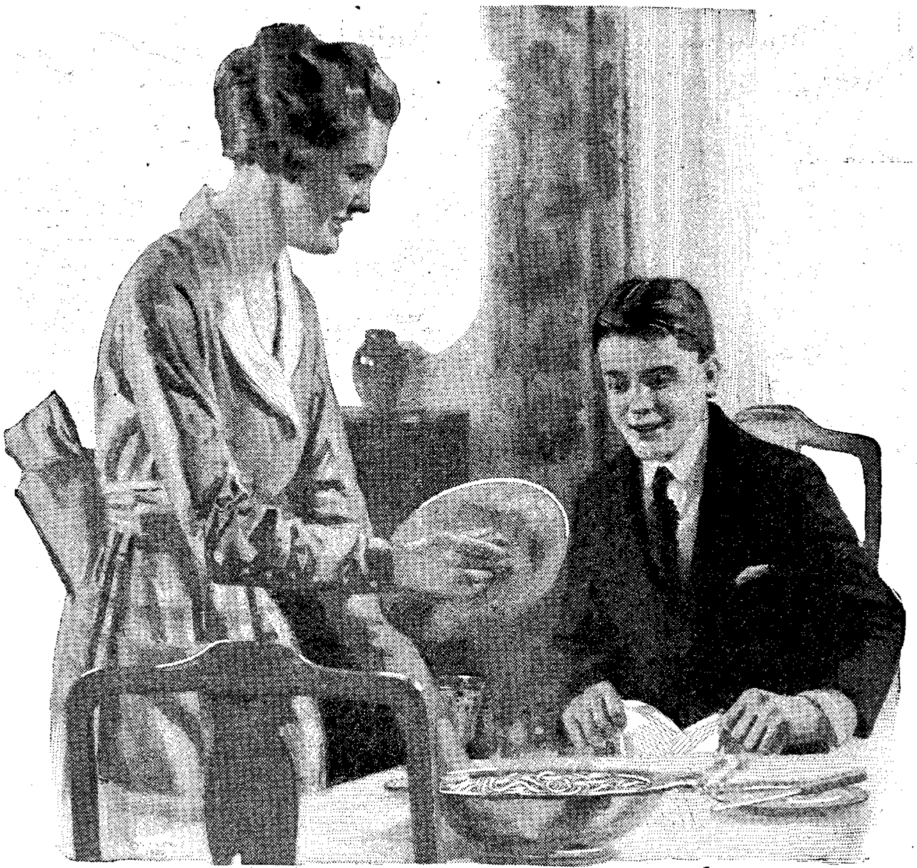
Over successive whiskies, I got to the point where I could clearly understand every working detail in the Omnimote. Yet the whisky seemed to have got into my head, for things got blurred—visually, I mean. The palms waved their giant fronds, the sea rose in tempestuous billows, the earth trembled, and just as the clock struck eight, there we were again at the factory gate, and Jenks was saying "Good-by."

And now I'm hanged if I can remember the first thing about one single mechanical detail in the Omnimote (2000 model). And it was so much in advance of the Prettiwell!

"HOOTCH" NOW RUNS THE FLIVVERS OF HAWAII

MR. VOLSTEAD'S celebrated law may have put the everlasting kibosh on alcohol as a drink, but without an amendment it can't be construed as a bar to the use of the pepful fluid for running a flivver. In Hawaii they are already so using it, we are told, and finding it cheaper and better than gasoline. When the shortage of gasoline began to be felt in that happy island, the inhabitants, instead of merely uttering a few earnest words over the H. C. of L. and then patiently going on and paying the steadily increasing prices, bethought them of the possibilities of extracting power for their flivvers from certain by-products obtained in connection with sugar-making and pineapple-canning, Hawaii's principal industries. It occurred to the Hawaiians that from these products alcohol could be produced, and this volatile fluid they knew would energize a gasoline engine quite as readily as it would give pep to a human being. They tried it in their flivvers and the thing worked beautifully, with the result that the production of alcohol for motor use seems to have become a regular industry in Hawaii. In fact, it is said the islands have become independent of American gasoline-producers and will soon be able to supply the continental market with the new and inexpensive substitute. It is reported that the new style of fuel not only takes the place of gasoline, but is even superior to it, giving a fifth more power, with much cleaner cylinders. Best of all, it can be manufactured and sold for eight cents a gallon. Those who will thrill at the thought of an auto-tank filled with a joyous juice which not only will make the old bus go, but from which one may refresh oneself from time to time on a long journey, will be disappointed to learn that the Government keeps a watchful eye on this alcohol-making, even tho it is made primarily for motor-fuel. Every gallon made is taken in charge by revenue officers, it is said, and denatured, which renders it unfit to drink. From an article in *The Sunday Oregonian* (Portland), discussing this new Hawaiian industry, we quote as follows:

> The use of ordinary denatured alcohol in gasoline-burning engines is attended with some difficulties for the following reasons: In the first place, being of much lower volatility than gasoline, an explosive mixture of air and alcohol vapor is difficult to create at ordinary temperatures, hence there is difficulty in starting the engine when cold.
>
> Secondly, an explosive mixture of alcohol and air is formed in a very different ratio than that of air and gasoline, the former being from nine and one-half to eleven and one-half parts of air to one of alcohol by weight and the latter from nineteen to twenty-three parts of air to one of gasoline by weight, when used at the same compression.
>
> Thirdly, an explosive mixture of air and alcohol vapor is formed within narrower limits than the mixture of air and gasoline, consequently the engine has a much lessened speed flexibility.
>
> Analysis of these difficulties, however, showed that they were due primarily to three causes, which were low volatility, low vapor pressure, and low range of explosive mixture with air. It was readily seen that if these three deficiencies in alcohol could be overcome by the addition of some substance soluble in alcohol which would supply the needed characteristics to alcohol with no added disadvantages, alcohol would immediately become a much more valuable fuel because instantly adaptable to an ordinary gasoline engine.
>
> The difficulties have been overcome, however, with the aid of ether, which is now being used in the motor alcohol in Hawaii. It will mix with alcohol in all proportions.
>
> It is very volatile, has a high vapor pressure and an extremely wide range of explosive mixture with air, has a high thermal value, burns with no solid products of combustion, and is easily and cheaply produced wherever alcohol is available. It is therefore possible to produce a mixture of alcohol and ether in such proportions as to form an ideal fuel for gasoline engines, giving great power, speed, and flexibility combined with smoothness of operation and ease of starting.
>
> The result is that the mixture becomes a true gasoline substitute, which may be instantly substituted for gasoline and which gives the same or better results without modification of the engine or its accessories and with no change in ordinary methods of manipulation.
>
> The motor alcohol made according to the new formula has been manufactured in Hawaii and subjected to successful tests in stationary, marine, automobile, truck and tractor gasoline engines.



HEINZ
Spaghetti
Ready cooked ready to serve

ITS RICHNESS and fine flavor appeal to everyone who appreciates good cooking.

The recipe, of Italian origin, includes a delicious tomato sauce and a special cheese.

Welcomed by all the family, Heinz Spaghetti makes a strong appeal to every mother who seeks a wholesome, nutritious food for the children.

Not only is this spaghetti cooked in the Heinz spotlessly clean kitchens, but the dry spaghetti itself is made by Heinz, a complete guarantee of quality.

Ready to serve after heating.

Some of the **57**

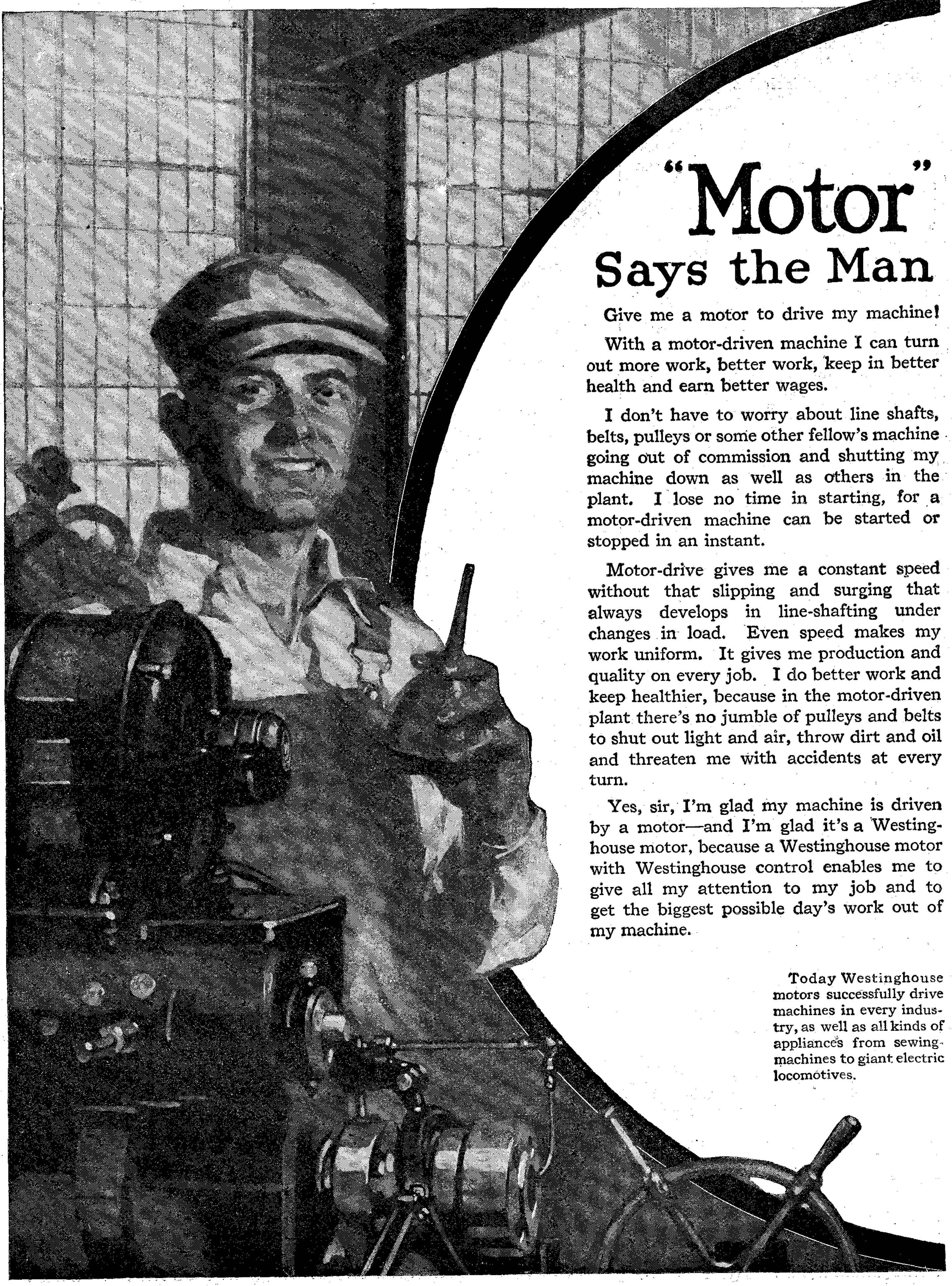
Vinegars
Baked Beans
Apple Butter
Tomato Ketchup

HEINZ
COOKED SPAGHETTI
57

All Heinz goods sold in Canada are packed in Canada

Westinghouse

ELECTRIC MOTORS AND CONTROLLERS



"Motor" Says the Man

Give me a motor to drive my machine!

With a motor-driven machine I can turn out more work, better work, keep in better health and earn better wages.

I don't have to worry about line shafts, belts, pulleys or some other fellow's machine going out of commission and shutting my machine down as well as others in the plant. I lose no time in starting, for a motor-driven machine can be started or stopped in an instant.

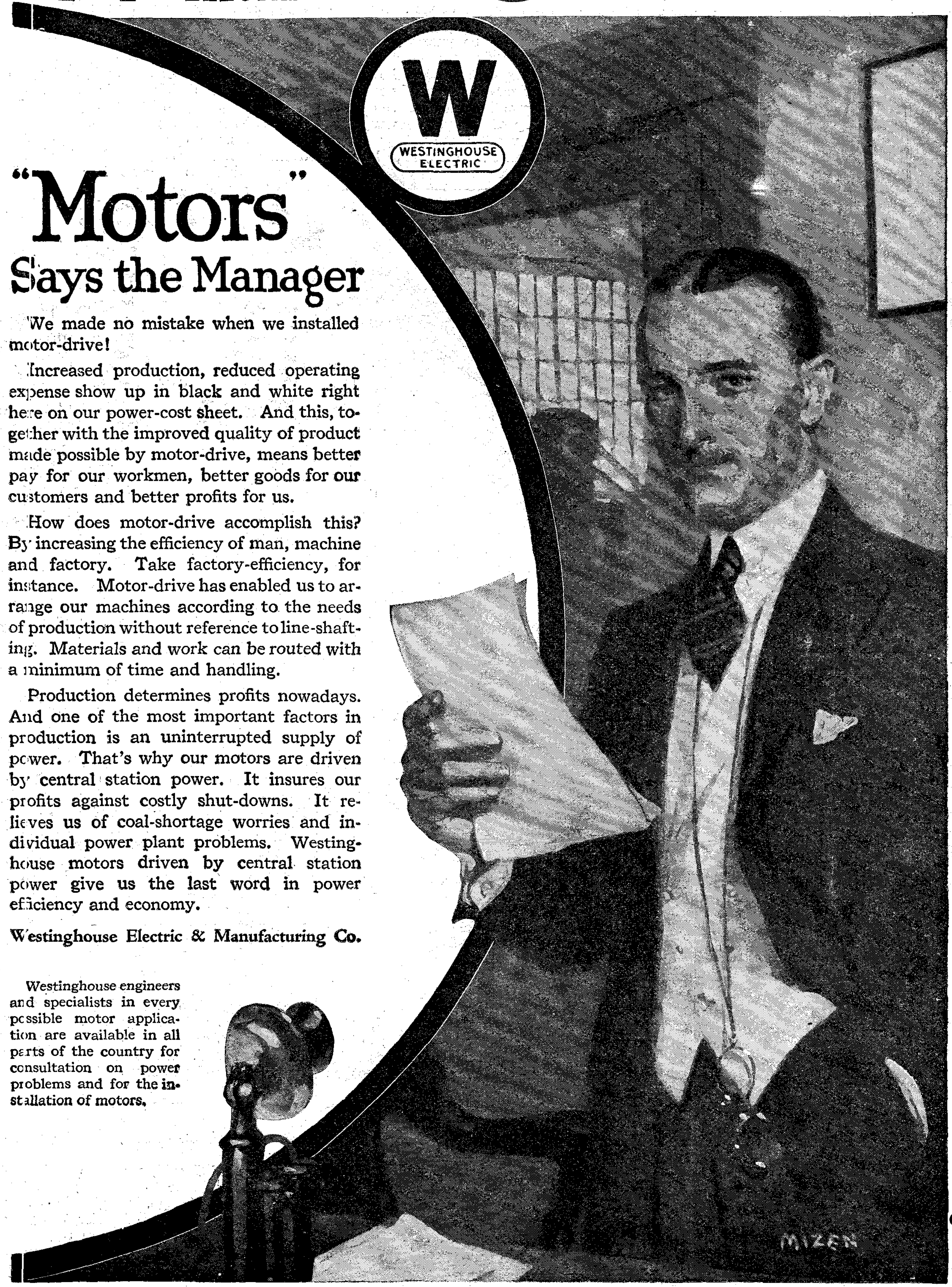
Motor-drive gives me a constant speed without that slipping and surging that always develops in line-shafting under changes in load. Even speed makes my work uniform. It gives me production and quality on every job. I do better work and keep healthier, because in the motor-driven plant there's no jumble of pulleys and belts to shut out light and air, throw dirt and oil and threaten me with accidents at every turn.

Yes, sir, I'm glad my machine is driven by a motor—and I'm glad it's a Westinghouse motor, because a Westinghouse motor with Westinghouse control enables me to give all my attention to my job and to get the biggest possible day's work out of my machine.

Today Westinghouse motors successfully drive machines in every industry, as well as all kinds of appliances from sewing-machines to giant electric locomotives.

Westinghouse

ELECTRIC MOTORS AND CONTROLLERS



"Motors"

Says the Manager

We made no mistake when we installed motor-drive!

Increased production, reduced operating expense show up in black and white right here on our power-cost sheet. And this, together with the improved quality of product made possible by motor-drive, means better pay for our workmen, better goods for our customers and better profits for us.

How does motor-drive accomplish this? By increasing the efficiency of man, machine and factory. Take factory-efficiency, for instance. Motor-drive has enabled us to arrange our machines according to the needs of production without reference to line-shafting. Materials and work can be routed with a minimum of time and handling.

Production determines profits nowadays. And one of the most important factors in production is an uninterrupted supply of power. That's why our motors are driven by central station power. It insures our profits against costly shut-downs. It relieves us of coal-shortage worries and individual power plant problems. Westinghouse motors driven by central station power give us the last word in power efficiency and economy.

Westinghouse Electric & Manufacturing Co.

Westinghouse engineers and specialists in every possible motor application are available in all parts of the country for consultation on power problems and for the installation of motors.

TAKING CHANCES ON GASOLINE EXPLOSIONS

GASOLINE is much safer than it used to be. Despite this, there are more accidents than ever, from explosion on cars and in garages. The safer the gasoline the more chances are taken by chauffeurs and garage men; and just at present the increase in recklessness seems to be outrunning the decrease in danger, so that the net result is greater damage to property and loss of life. "The New Recklessness" is what Frederick C. Russell calls it in the title of an article contributed to *Motor Life* (New York). Less dangerous gasoline, according to Mr. Russell, is making drivers more careless. It was once considered the height of folly, he says, to light a cigar while riding in a motor-car. Now it is the rule rather than the exception. "No Smoking" signs in garages were formerly supposed to be obeyed; now they are ignored. Mechanics use the covers of vacuum tanks as ash-trays; carburetor experts smoke while they work. He continues:

Courtesy of "Motor Life."

SOMEBODY SMOKED IN THIS GARAGE. HIS CARELESSNESS DESTROYED ONE HUNDRED AND THIRTY-FOUR CARS.

"Why do they not blow up? Why are not the majority of our garages in ashes and ruins? Is gasoline so low in quality that it no longer is dangerous? It would seem so, wouldn't it? . . . . . .

"I believe I am not overstating the fact when I say that more than half of the garage attendants are in the habit of smoking cigarets when working in and about cars. Mechanics make it a rule. Chauffeurs take particular pride in proving how 'meek' modern gas has become. And even car-owners themselves look for motor numbers and test the amount of gasoline in the tank with lighted matches.

"Surely every sane car-owner must be wondering how it is that nothing seems to happen when the more reckless of our clan fail to even get a wink in return for their violent flirtation with danger. Furthermore, those who are doing the daredevil act certainly must be puzzled to know why they are eminently successful—or unsuccessful, depending upon how you look at it. Drivers have recently come to me with the news that the gasoline danger is now a thing of the past. Many are beginning to wonder why they carry fire insurance on their cars; and looking over the situation unthinkingly, it is no wonder. If a daredevil can hold a match over a gasoline tank and still live to drive his car and tell about it, why should a careful driver worry about the fire hazard?

"Puzzled as to why the many acts of foolhardiness seem to produce no disastrous results, I consulted an executive of an insurance company which is at present writing a very large part of the nation's automobile fire insurance. . . . . . .

"'Are there many cars burning up this year?'

"I fully expected him to reply in the negative. How could the fire loss ratio be as high in these days of unresponsive gasoline? Yet his answer came in the form of the one small but expressive word 'more.'

"'Well, of course,' I argued, 'the volume of business is much larger; so that in reality even if you have more losses by reason of fire the proportion is not as great as it used to be.'

"'That sounds well,' he said, 'particularly if you are trying to defend a new type of recklessness which motorists seem to be displaying, but it isn't fact.'

"'I'm not trying to defend anything of the sort,' I explained. 'I'm simply looking for an explanation of why everyone seems to be getting away with the "new recklessness."' . . . . . .

"'There are two reasons,' he began, 'which are responsible for the new recklessness; the first, gasoline is less volatile than it used to be, and consequently is less dangerous; secondly, it is not necessary to be as cautious as it used to be. The result is obvious: we are not cautious enough, not even sensibly cautious. . . . . . .

"'If a driver stands smoking beside the pump while his tank is being filled, and nothing happens, he is naturally tempted to go a little nearer next time. The consequence is, more people are taking greater chances—and more cars are burning up.

"'With less dangerous gasoline and better motor-car construction there should be fewer automobile fires. But so long as sanity fails to keep step with safer fuel there will be more fire losses, more unnecessary fatalities, and more criminal waste of property. The man who lays a lighted cigaret on the top of a vacuum tank when working in a public garage is no more desirable a citizen than the fiend who plants a bomb. If a man wants to see how far he can go with gasoline without getting "burnt," let him take his car out on an open lot and go to it. He's still insane, but you can't very well convict a man of robbing himself.

"'The poorer the gasoline becomes the more reckless motorists are. If they would only take half the precautions which were necessary a few years ago the number of automobile fire losses would be cut in half, and insurance rates would be offered at better than a twenty per cent. discount. But less volatile gas is giving birth to a new recklessness, a variety that is as criminal as it is foolhardly, it seems to me.'

"I interrupted to ask why it is that nothing ever seems to happen whenever I chance to see others doing stunts with gasoline.

"'Luck!' he replied. 'Pure luck! Lucky for you and for them. Gas vapor will not explode until the mixture is correct. Unfortunately it has no way of indicating its intentions. When it gets ready it explodes—incidentally, everything goes with it. And for another thing, if there is air stirring the vapor does not have an opportunity to fire, for it blows away from the lighted cigaret as it generates. Let the air stop circulating a moment, however, and the well-known flash will follow.

"'It is a wonder to me why people want to take a chance on something that can not possibly bring them any return. Suppose a man does succeed in holding a match over a puddle of gasoline? What good does it do him? If he wants to prove that the gasoline is nothing more than kerosene the sensible way for him to do it is to take a sample to a laboratory and have it tested. There's some sense in putting a hundred dollars into a doubtful oil-stock proposition because you may make some money; but in taking a chance with gasoline itself all you can say is that nothing happened—unless, of course, something did!'

"'Thanks,' I said, when he had concluded. 'It's clear to me now; and, tho it may sound strange, I'm glad in a way to hear that losses are heavier this year because I can use this as an argument when I reason with these fellows who go as far with gasoline as they dare.'"

Douglas Fir
Northern White Pine
Idaho White Pine
Western Soft Pine

Arkansas Soft Pine
Washington Red Cedar
Red Fir and Larch
Norway Pine

WHY THIS TRADE-MARK MEANS A NEW SERVICE IN THE LUMBER BUSINESS

IN nearly everything we buy or use we have become accustomed to look for a standard article of known merit.

We want to know where it comes from, who is back of it, what can be expected of it, and how it compares in quality and price with similar merchandise sold for a like purpose.

This is a busy world. We cannot take the time to learn solely by our mistakes; we may learn too late.

We cannot wait to test every coin we accept in payment for goods or services. So we have a standard currency—the Government's stamp or trade-mark to certify its worth.

* * *

For like reasons we insist on products with the stamp or trade-mark of responsible manufacturers to assure us the value we pay for.

Some of these makers' stamps are almost as dependable as the mint-mark on a coin.

Yet when it comes to lumber most of us know very little about it; what species or grade of wood is best for the purpose we have in mind, where it comes from, who manufactures it.

As substantial factors in the lumber business, the Weyerhaeuser people want you to think more about the wood you use. To this end they will supply to lumber dealers and to the public any desired information as to the qualities of different species and the best wood for a given purpose.

* * *

This service will be as broad and impartial as they know how to make it. They are not partisans of any particular species of wood. They advise the best lumber for the purpose, whether it is a kind they handle or not.

What they advocate is conservation and economy through the use of the right wood in its proper place.

* * *

From now on the Weyerhaeuser Forest Products trade-mark will be plainly stamped on their product. You can see it for yourself at the lumber yard or on the job after it is delivered.

When you buy lumber for any purpose, no matter how much or how little, you can look at the mark and know that you are getting a standard article of known merit.

WEYERHAEUSER FOREST PRODUCTS
SAINT PAUL • MINNESOTA

Producers of Douglas Fir, Washington Red Cedar and Cedar Shingles on the Pacific Coast; Idaho White Pine, Western Soft Pine, Red Fir and Larch in the Inland Empire; Northern White Pine and Norway Pine in the Lake States; and Arkansas Soft Pine in the South.

"Y and E"
Direct Name Filing System

"Get the folder for the Valley Trust Co."

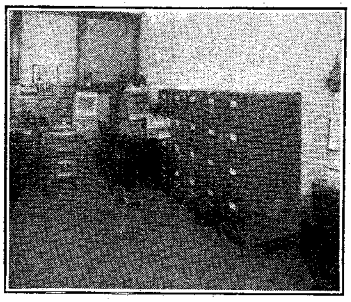
UNLESS your stenographer or file clerk can give you the correspondence you want in ten seconds or less, your filing system and filing methods need attention.

Finding and filing in less than ten seconds is the everyday performance of the "Y and E" Direct Name Filing System.

Actual time-tests recently made in many business offices equipped with this system averaged less than ten seconds.

In one of these offices, the manager remarked, "It is a joy to find correspondence so easily and simply after fussing so long with an old-fashioned filing system. Your tests show that it takes just six seconds to find a letter under the "Y and E" Direct Name System. Under our old system it was often as many minutes."

If your filing clerks cannot produce a required piece of correspondence in ten seconds or less, it will pay you to talk with a "Y and E" System Service expert.



"Y and E" Steel Filing Cabinets, equipped with "Y and E" Direct Name Filing System in the office of the Fred G. Clark Company, Cleveland, Ohio.

Write on your business letterhead for
our new booklet—"Finding and Filing
in Less than Ten Seconds."

YAWMAN AND ERBE MFG. CO.

Filing System Service, Equipment and Supplies
934 St. Paul St., ROCHESTER, N. Y.
Branches, Agents or Dealers in all principal cities.
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BY INVITATION MEMBER OF

SCIENCE AND INVENTION
Continued

"'Don't!' he pleaded, much to my surprize. 'Don't try to argue with them; it's useless. If you tell the chauffeur you spoke of what I have said he'll be trying to prove that I don't know what I'm talking about. Don't tell him, for instance, that because a mechanic dropt an unprotected electric drop-light, which he was using under a car, over a hundred cars were recently ruined in a Philadelphia garage. It happens in every city—too regularly. But don't tell him this; he'd much rather find it out for himself. Only make it a point to be a safe distance from the garage when he makes the discovery.'

"I would prefer moving to another garage. But why do it? The new recklessness is running rampant wherever I go. I suppose if cars ran on water some drivers would be trying to see if they could drown in it."

BUILDING AMERICAN TOWNS IN CHILE

WELFARE work by American mining corporations operating in Chile has included the expenditure of millions of dollars in building towns, or rather small cities, for their employees, including not only comfortable and sanitary houses, but churches, schools, clubs, amusement halls, and all the necessities of community life as we understand it. It is asserted by Harry F. Guggenheim, vice-president of the Chile Exploration Company and the Braden Copper Company, who contributes a detailed account of this work to *The Engineering and Mining Journal* (New York), that it has not only developed intelligence and adaptability in the Chilean laborer but has greatly increased his efficiency. Five years ago he was living in filthy hovels with the mental degradation that goes with such surroundings. To-day he is a different man altogether, and the improvement has not stopt with the actual employee but has extended also to his women and children. Mr. Guggenheim concludes that welfare work of this sort is decidedly worth while. He writes:

"In every department of human affairs, 'practise long precedes science.' To this dictum of John Stuart Mill the welfare movement in the so-called Guggenheim companies has been no exception. The welfare work of the Chile Exploration Company and of the Braden Copper Company in Chile is approaching what might colloquially be called a science, which has been preceded by and is the result of experience gained in 'common-sense' welfare work practised over a long period of years in mining-camps in different parts of the world. These two companies, on account of their isolation and the magnitude of the operations centralized at one point, have lent themselves to the development of welfare work similar to that practised in some of the large progressive industrial works but unusual in mining-camps.

"The Braden property is situated in a steep mountainous region at an elevation of from seven thousand to eight thousand feet. It was a region without permanent inhabitants. The mines originally were

> worked in a small way during the summer, but owing to the rigorous climate and the very heavy snowfalls, which cut off communication with the outside world, the region was practically deserted in the winter months.
>
> "The property of the Chile Exploration Company, known locally as Chuquicamata, is on a high plateau with much less precipitous mountains in the background. The elevation is ten thousand feet; the climate dry and without seasonal extremes of temperature. It was not a settled country because of absence of fresh water in the vicinity.
>
> "From this it will be seen that these companies had not only to develop and equip their mines, but they had to build railroads and to establish towns, or, if you please, cities, complete, sufficient to house from ten thousand to fifteen thousand inhabitants, and to supply them with food, water, and other necessaries, as well as to keep them clean, healthy, and content. . . . . . .
>
> "The cost of construction work at the Braden Copper Company has been about two million five hundred thousand dollars and at the Chile Exploration Company about three million six hundred thousand dollars. Prior to undertaking the extensive construction of the housing and welfare program determined upon in 1915, the local conditions at the respective properties were carefully studied and plans prepared for standard types of houses for various classes of employees.

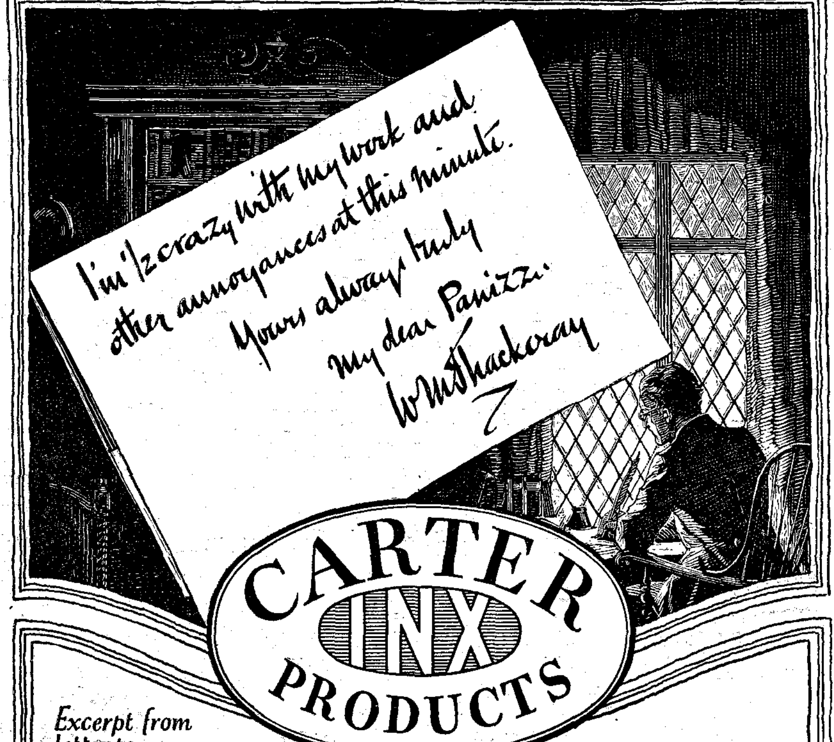
These types include one-story, seven-room cottages with two baths, for department heads, five-room houses for foremen, etc., four-room houses for skilled mechanics, "mess-houses," with rooms for bachelors, three-room semidetached cottages for high-class native foremen and mechanics, and two- or three-room quarters, in rows of ten, for native laborers and their families. To quote further:

> "The standard types have been followed at Chuquicamata and wherever possible at Braden, but the fact that the mine and mill town-sites for the latter property are located on the side slopes of a mountain with limited space for buildings has necessitated constructing a large number of two- and three-story apartment-houses that will accommodate from four to eighty native families. The allowance of space per family is practically the same in both cases.
>
> "Plans were also made of schools, club-houses, churches, hospitals, sanitary sewers, and potable-water supplies. At Chuquicamata a site was selected for the native village, west of the plant, where there is ample room for enlargement, and the area has been laid out in regular blocks and streets around a large central square, which is to be utilized as an amusement park for the native employees."

Wood and corrugated iron was used at first, but houses of these materials proved hard to heat, and *adobe* has now been substituted. Mr. Guggenheim says:

> "The *adobe* houses have proved most satisfactory. They blend attractively with the pampa landscape, maintain a more even temperature, and the fact that they can be manufactured locally enables the management to add to the housing facilities as necessity demands without keeping a large stock of building materials continually on hand. . . . . . .
>
> "In the beginning, houses were supplied

HISTORICAL MANUSCRIPTS-NO.5



I'm crazy with my work and
other annoyances at this minute.
Yours always truly
my dear Panizzi.
W M Thackeray

Excerpt from letter to Sir Anthony Panizzi from W. M. Thackeray

COULD Thackeray's "other annoyances" have included the persistent irritation of poor ink? We know that ink can be extremely annoying.

Make this experiment. Have the ink-well washed clean—to clear away any old sediment, which would otherwise affect the new ink. Then fill the clean well with Carter's Writing Fluid.

In no other way can you so fully realize the *helpfullness* of good ink—the clear, rich blue and free, even flow which makes writing a pleasure. Try this before you sign to-day's mail, or take in hand your personal correspondence—and see how much better the letter looks.

THE CARTER'S INK COMPANY
Manufacturing Chemists
New York Boston Chicago Montreal

CARTER INK PRODUCTS

Writing Fluid, Fountain Pen Inks, Red Ink (Carmine), Realblack Ink, Ink Eraser, Cico Paste, Photolibrary Paste, Cement, Glue Pencils, Great Stickist Mucilage, Copying Inks, Drawing Inks, Indelible Inks, Stamping Inks, VelVet Showcard Colors, White and Gold Inks, Violet, Green and Blue Inks, Typewriter Ribbons, Carbon Papers, Numbering Machine Inks.

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CARMINE
A NON-COPYING
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BOSTON, MONTREAL
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FOUNTAIN PEN
INK
CICO

Your signature represents you
Write it with CARTER'S

REO

Each Unit a Jewel

When you select a Tiffany or a Jurgensen watch, you do not consider details—you assume it is "full jeweled".

¶ Same is true of a Reo—of any model.

¶ You have noticed, doubtless, that we seldom emphasize any one feature, mechanical or otherwise, in Reo advertisements.

¶ Reason is, there is no outstanding feature.

¶ To say there was would be to admit that, relatively at least, there must be some weak or unworthy part.

¶ Uniform excellence is a Reo attribute.

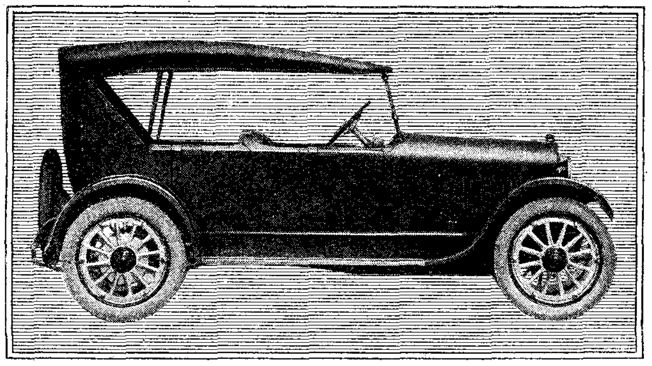
¶ Reos never have been good "in spots".

¶ Each unit—motor, transmission, axles, starter, frame, wheels, springs, body—is of equal excellence with all others and all are of the best.

¶ We can guarantee this uniform excellence because all major units are built complete in the Reo shops.

¶ Each Reo unit is a jewel; which is to say, the whole is as nearly perfection as exceptional skill and long experience render possible.

REO MOTOR CAR COMPANY LANSING, MICHIGAN
Reo Motor Car Co. of Canada, Ltd.
ST CATHARINES, ONT.



"The GOLD STANDARD OF VALUES"

SCIENCE AND INVENTION
Continued

to all without charge. The first three types were entirely equipped with heavy pieces of furniture. At Braden, where hydroelectric power was cheap, these houses were heated free of charge by electricity. The fourth type was partially furnished and the fifth type not at all.

"Experience has shown objection to this system because of a tendency to abuse the free privileges. There was an ever-increasing difficulty in satisfying the employees in the allotment of the houses, and the single men objected that the married men should receive in the grant of a house so much greater real wage in addition to their money wage. At the Braden Copper Company 'staff' wages have now been increased to cover a charge for rent which is made for all staff houses. At the Chile Exploration Company some of the objections to the free-rent system have been overcome by a strict reservation of types of houses for positions in the organization. The problem, as indicated by the different systems in force at the two properties, has not yet reached its ultimate solution. . . . . . .

"The sanitation corps inspect the water, the sewerage systems, and the houses of the employees constantly. Garbage is collected daily and is either buried in the tailings dumps or flushed off in open canals to the river.

"The hospital service is equal to that of our best American hospitals. Doctors and nurses are both Chilean and American trained and are of the highest type obtainable. The service includes a limited control of the personal habits of the Chilean laborers, who are encouraged to bathe and wash their clothes and are obliged to be free from parasitic insects. To assure this, appropriate bathing and washing plants have been erected.

"The death-rate of the community compares favorably with that of other parts of the world, except in the case of the Chilean children. Even in this case the death-rate is very low in comparison with other communities in Chile. . . . . . .

"At one of the properties a picturesque Catholic church has been erected. At both the properties Catholic and Protestant services are held in the schools.

"There are two school systems, one for the children of foreign employees, the other for the children of Chilean workmen. The school for foreign children begins with the kindergarten and ends with the grammar-school course. Courses in Spanish are available to the foreign employees and their families.

"For the Chilean children, native teachers, who are selected with great care, are employed, and altho the schools (owing to lack of available government funds) are operated partly at the expense of the respective companies, they are under government supervision. Attendance and interest in these schools are rapidly and constantly improving. The progress that the second generation is making, the outward sign of which is an extraordinary improvement in cleanliness and dress, is quite a remarkable indication of the success of the educational work.

"As auxiliary to the school system there have been organized brigades of boy scouts and a corps of girl scouts.

"No buildings especially for club purposes have been erected at Braden, the entertainments being held in the Sewell gymnasium or other suitable buildings.

"A very handsome American Club has been erected at Chuquicamata at a cost of $128,000. This building contains a large reception-hall, a ballroom with a stage at one end, billiard-room, reading-room, dining-room and kitchen, a bowling-alley, and a swimming-pool.

"The general water-supply at Braden is suitable for both domestic and industrial purposes, and all that has been necessary is to extend the distributing system and put in house connections as required.

"At Chuquicamata the main water-supply system originally installed carries water in which the salt content is too large for drinking purposes, and for a number of years fresh water for domestic use was purchased from the Antofagasta and Bolivia Railroad Company.

"The Chile Exploration Company has now completed a fresh-water supply system consisting of intake works and a pipe-line sixty miles long, which connects concrete storage reservoirs at Chuquicamata with the Toconce Springs, situated in the mountain range east of the property. The system delivers 800,000 gallons a day to the plant and cost $1,600,000. . . . . . .

"At Sewell the sewage is carried down the steep mountain slopes to the stream below in open or closed drains. At all other town-sites sanitary sewerage systems have beeen installed.

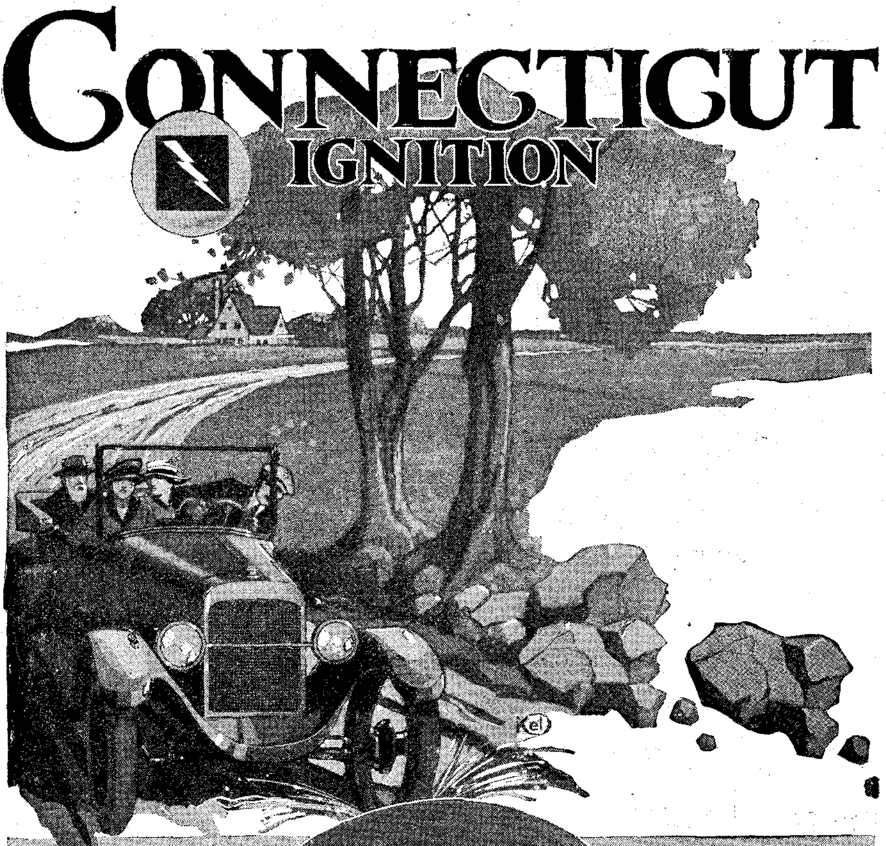
"Chuquicamata is situated on a comparatively flat pampa and a complete sanitary sewerage system has been installed. . . . . . .

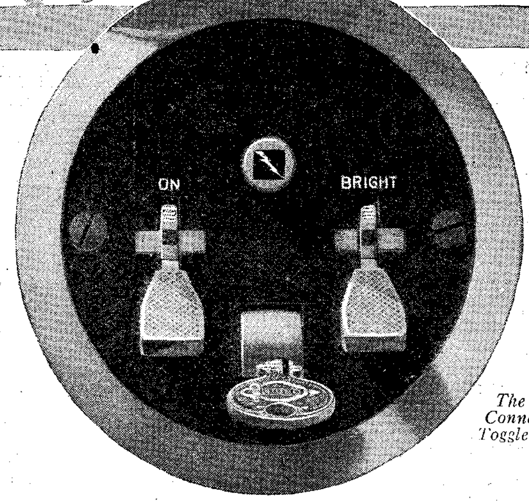
"The welfare problems at these two properties are made up of conditions that are perhaps unique in a general subject that is as yet little understood and from which little empiric information is available. Great strides have been made forward. The Chilean laborer, who five years ago lived in a hovel in filth, with all the mental degradation that is concomitant with such surroundings, to-day lives in a small but comfortable home, enjoying the fundamental facilities that modern hygiene affords. Instead of the ragged, barefooted, irresponsible laborer of five years ago, there is a well-dressed, well-shod workman with the spark of ambition burning within him. Great as has been the improvement with the men, it has been even more marked with the women and children. The latter, in their schoolhouse, compare favorably in appearance with the children in the public schools of the United States.

"With this social change the Chilean laborers have developed great intelligence and adaptability and have advanced rapidly in efficiency. They have been made expert miners, mechanics, smelter and mill men, steam-shovel and locomotive operators, all through their work at these plants and through the social progress that they have made. Experience at these properties has taught that so-called welfare work is worth while, not only from the human but from the economic results to be achieved. These companies have now a skilled, permanent class of employees instead of the roving, unambitious class of laborers from which they formerly had to draw."

An analysis of accomplishment brings out two things clearly, Mr. Guggenheim thinks. First, the old saw, "What is everybody's business is nobody's business," applies with particular force to welfare development. In welfare work the human factor is the most important agent and leadership and personality are needed to

CONNECTICUT IGNITION





The New Connecticut Toggle Switch

Full Current Gives Perfect Low-Speed Ignition

THE use of the battery's full current is the simple reason why the Connecticut System's superiority at the lower speeds is universally recognized.

No matter how slowly the motor is turning over, an eager, intense spark pierces and explodes every gas charge in the motor of a car equipped with Connecticut Ignition.

Country driving, winding roads, hill-climbing, bad road conditions, constant "pull," low speeds, quick pickup, sudden slowing—all make ignition demands which call for the hottest spark a system can create.

Connecticut not only gives absolutely perfect ignition under these conditions, but gives the same perfect service throughout the speed range, from a crawl to a hurricane.

Full current is the reason. The Connecticut Automatic Switch makes it safe, because it snaps off and checks the current flow when the motor stops running. Therefore, there is no battery drainage—no danger of a burnt-out coil. But perfect ignition always.

Look for it when you buy a car.

CONNECTICUT TELEPHONE & ELECTRIC COMPANY
Meriden Connecticut

The Cash Value of a Healthy Mouth

HE places it at $20,000 a year—for that is what he earns. Forty-five, but he works with the vigor of youth. He has the perfect health which permits the perfect functioning of body and brain.

Contrast him with the man of forty-five whose vitality is low, whose brain works laboriously, because of slow poisoning by infecting Pyorrhea germs.

Four out of five people over forty (both men and women) have Pyorrhea. This disease begins with tenderness and bleeding of the gums. Then the teeth decay, loosen and fall out, or must be extracted to rid the system of the Pyorrhea germs which lodge in pockets about them. Medical science knows that it is to these germs that many of the ills of middle age are due.

Do not let Pyorrhea get established in your mouth. It is a preventable disease. Visit your dentist often for tooth and gum inspection, and use Forhan's For the Gums.

Forhan's For the Gums will prevent Pyorrhea—or check its progress, if used in time and used consistently. Forhan's keeps the gums firm and healthy—the teeth white and clean.

How to Use Forhan's

Use it twice daily, year in and year out. Wet your brush in cold water, place a half inch of the refreshing, healing paste on it, then brush your teeth *up and down*. Use a rolling motion to clean the crevices. Brush the grinding and back surfaces of the teeth. Massage your gums with your Forhan-coated brush—gently at first until the gums harden, then more vigorously. If the gums are very tender, massage with the finger, instead of the brush. If gum-shrinkage has already set in use Forhan's according to directions and consult a dentist immediately for special treatment.

35c and 60c tubes in the United States and Canada. At all druggists.

Forhan Company, New York
Forhan's, Ltd., Montreal

Forhan's
FOR THE GUMS
"USE IT AS A DENTIFRICE"
DISEASES OF THE MOUTH
DENTAL PROFESSION

Forhan's
FOR THE GUMS
Checks Pyorrhea

SCIENCE AND INVENTION
Continued

direct it. Because of this leadership, the staff employees, and more recently their wives, are evidencing a growing interest in the government of their mining cities and in the well-being of their inhabitants. The development of this community interest is the greatest indication of real progress. He concludes:

"The second is that welfare work needs more than a bank check to achieve success. The welfare movement is essentially a human one and unless it is approached in a human way will not thrive. Unless the work has for its foundation principles based upon the firm conviction that humanity progresses, that human progress means efficiency, and, last and first, that commerce is a means and not the end—that there is only one end, humanity—then the welfare movement may become a whirlpool of anarchy and, like a torrent behind an insecure dam, may break loose, carrying everything with it to destruction."

ARE THE OCEANS SHRINKING?

THAT the general sea-level of the world was once about twenty feet higher than it is now is asserted by Prof. Reginald A. Daly, of Harvard, in a paper read before the National Academy of Sciences. Our quotations below are from a review by Raymond H. Torrey in *The Evening Post* (New York). The lowering that Professor Daly thinks is taking place is quite independent of the local rise and fall of shore-lines, due to warping of the earth's crust, and familiar to geologists in all parts of the world. Professor Daly believes it to be caused by variation in the size of the south polar ice-cap. Seven hundred feet more of ice piled on the mass covering the antarctic regions would take enough water from the ocean to lower its total level throughout the globe by twenty feet. If climatic changes in the future should meet the polar cap to some extent, this action might restore to the ocean the twenty feet that it has lost in past ages. Says Mr. Torrey in his review:

"It has long been known that the ocean shore-lines in various parts of the world have risen or fallen, even in historic times, and there is plenty of evidence that such changes are still going on. Our Atlantic coast has sunk in comparatively recent geological time, and is still sinking, tho at the rate of only a few inches in a century.

"The Hudson for most of its length to Albany is a 'drowned' river in a prehistoric gorge invaded by salt waters when the land lowered. New York State has risen from one hundred to eight hundred feet, progressing from Long Island to the Canadian border, since the last glacial invasion, when the retreat of the ice to the north released its burden upon the land.

"But these changes, huge as they were in themselves, are local compared to the proposition of a general lowering of the ocean-level. Professor Daly calls such a movement eustatic—that is, general or world-wide. Among the possible causes which he lists are movements of the earth's crust whereby the capacity of the ocean basin is diminished or increased; the heaping up of material on the ocean floor by the deltas of great rivers or by material thrown up by submarine volcanoes; volcanic addition of new water to the ocean; subtraction of water which becomes chemically involved during the alteration of rocks; glaciation on land, lowering the amount of water in the sea, and consequently its level, by relocating it in land ice, and changes in the earth's center of gravity and in its speed of rotation.

"Professor Daly reports many recent observations of changes in sea-level which suggest the possibility of a sinking of general level of nearly twenty feet during the time of man.

"His attention was first called to the possibility of such a general sinking by observations on postglacial beaches in Labrador and Newfoundland as compared with others higher up in the Gulf of St. Lawrence in the neighborhood of Quebec. He found, as earlier geologists had done, higher strands which showed evidence of warping since they were abandoned by the sea which formed them. This warping has been accounted for by the relief from the burden of ice brought about when the continental ice-sheet melted at the close of the last glacial period.

"But below these warped beaches Professor Daly found the lowest emerged terrace along the shores of the gulf to be conspicuously level for three hundred miles below Quebec. The uniformity suggested that the strand had been abandoned by the waves because of a general sinking of sea-level. It was continuous at about twenty feet above present high tide. Similar evidence was found on the shores of Nova Scotia and the island of Anticosti."

Dr. A. G. Mayor, director of the marine laboratory of the Carnegie Institution in Washington, has reported similar data as to Samoa and Florida. On Tutuila, the largest island under American control in the Samoan group, he found wave-cut beaches eight feet above high tide, and large sea caves which were cut when the high-tide mark was nearly twenty feet higher than now. Similar beaches were found in other islands seventy-five miles away. Says Mr. Torrey:

"The crests of the abandoned beaches were constant and level, and explanation by local uplift, through movements of the earth's crust, was held by Dr. Mayor to be improbable since uplift of such uniformity is unknown to geology.

"Other records of the abandonment by the sea of old beaches have been found in the British Isles, the Atlantic coast of North America, south of New York, the West Indies, Brazil, Patagonia, Antarctica, New Zealand, and Australia. On the coasts of Georgia and Florida what geologists call the Pensacola-Satilla terrace runs for five hundred miles at a practically uniform set of levels, the highest about twenty feet.

"Nearly a thousand miles of the eastern and northern coasts of Australia show a similar emergence of ten to twenty feet. Such extensive records of shifting sea-level are held by Professor Daly to preclude the explanation of warping of the earth's crust due to local changes.

"That such changes are comparatively recent is held by Professor Daly to be proved by the fact that fossils on these

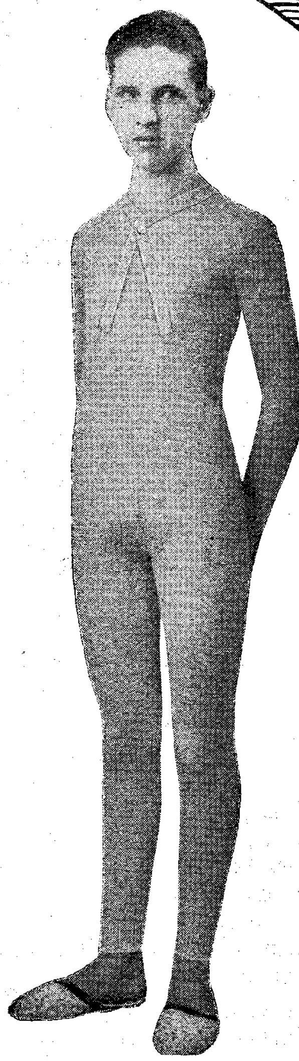
WHEN THE BOY IS AWAY FROM HOME

WHEN your boy is away at school or college, who is going to look after his mending? You can solve a big part of the problem by getting him the

HATCH
ONE BUTTON
UNION SUIT

Instead of a row of nine or more buttons and buttonholes in need of repair when the laundry comes back, there is just the one securely fastened button, seldom in need of attention. Even if it should come loose, there is an extra buttonhole into which an ordinary collar button can be slipped.

He'll like the Hatch One Button Union Suit, too, just for itself—regardless of the trouble saved. He will appreciate the even smoothness of the fit, for the one master button eliminates all the wrinkling and pulling that comes when a whole row of buttons are trying to do the work.



ONE BUTTON Hatch UNION SUIT
PATENTED JUNE 15 1914

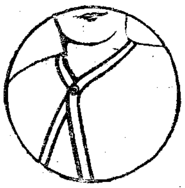
The Hatch One Button Union Suit comes in the finest of combed cotton materials, and in fine silk trimmed worsted and mercerized garments of all weights. There are suits for men, boys and misses, and we have just added to the line the most recent number of the "One Button Family," a sleeping suit for the kiddies—the simplest, most comfortable sleeping garment ever constructed.

This garment is featured at the best stores everywhere, but if you cannot get it easily and quickly, send your size with remittance to our mill at Albany and you will be supplied direct, delivery free.

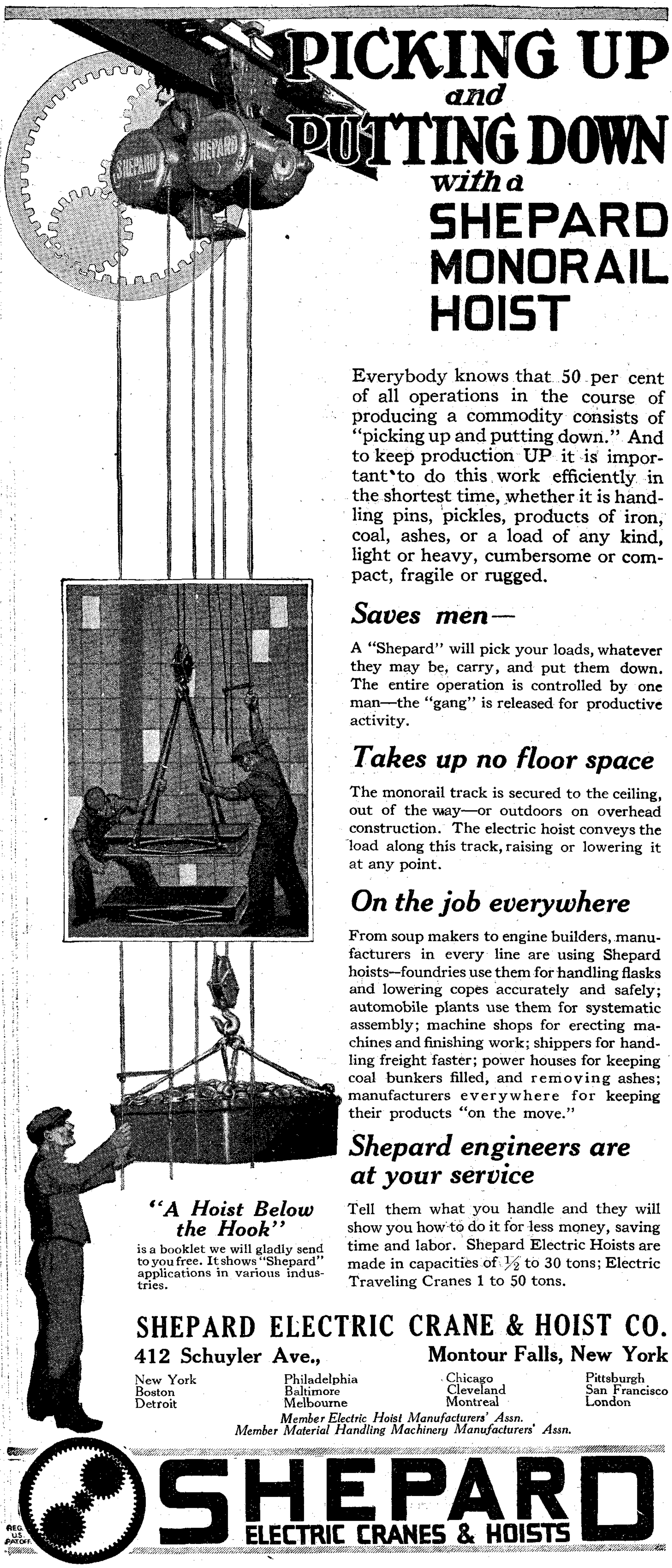
Men's Fall and Winter Suits $3, $3.50, $4, $4.50, $6, $7, $8
Boys' Fall and Winter Suits $2 to $2.50
Misses' Fall and Winter Suits $2.50 to $3
Children's Winter Weight Sleeping Suits, $1.50 to $2

A catalog describing the complete line will be sent free on request.

FULD & HATCH KNITTING CO.
Albany New York



"Button One Troubles Done"



PICKING UP and PUTTING DOWN with a SHEPARD MONORAIL HOIST

Everybody knows that 50 per cent of all operations in the course of producing a commodity consists of "picking up and putting down." And to keep production UP it is important to do this work efficiently in the shortest time, whether it is handling pins, pickles, products of iron, coal, ashes, or a load of any kind, light or heavy, cumbersome or compact, fragile or rugged.

Saves men—

A "Shepard" will pick your loads, whatever they may be, carry, and put them down. The entire operation is controlled by one man—the "gang" is released for productive activity.

Takes up no floor space

The monorail track is secured to the ceiling, out of the way—or outdoors on overhead construction. The electric hoist conveys the load along this track, raising or lowering it at any point.

On the job everywhere

From soup makers to engine builders, manufacturers in every line are using Shepard hoists—foundries use them for handling flasks and lowering copes accurately and safely; automobile plants use them for systematic assembly; machine shops for erecting machines and finishing work; shippers for handling freight faster; power houses for keeping coal bunkers filled, and removing ashes; manufacturers everywhere for keeping their products "on the move."

Shepard engineers are at your service

Tell them what you handle and they will show you how to do it for less money, saving time and labor. Shepard Electric Hoists are made in capacities of ½ to 30 tons; Electric Traveling Cranes 1 to 50 tons.

"A Hoist Below the Hook" is a booklet we will gladly send to you free. It shows "Shepard" applications in various industries.

SHEPARD ELECTRIC CRANE & HOIST CO.
412 Schuyler Ave., Montour Falls, New York
New York, Boston, Detroit, Philadelphia, Baltimore, Melbourne, Chicago, Cleveland, Montreal, Pittsburgh, San Francisco, London
Member Electric Hoist Manufacturers' Assn.
Member Material Handling Machinery Manufacturers' Assn.

SHEPARD ELECTRIC CRANES & HOISTS
REG. U.S. PAT. OFF.

SCIENCE AND INVENTION
Continued

abandoned shores are of animals similar to those now living in adjoining seas, or to those found in seas which were a few degrees warmer. Many geologists hold that the temperature of the sea was slightly higher in the period when these beaches might have been formed.

"As to a probable explanation of the causes of a twenty-foot drop in the world-wide level of the ocean, Professor Daly says:

"'The most promising idea appears to be that a few thousand years ago there was an increase in the volume of the existing, non-floating glaciers. If the antarctic ice-cap were thickened to the average amount of about seven hundred feet, an average sinking of sea-level to the extent of nearly twenty feet would be inevitable. In favor of this suggestion would be evidence of a world-wide oscillation of climate like that which seems to have affected the Christiania region (in Norway) in recent time. If the whole earth was a little warmer than now (in a period of a few thousand years ago), less water may have been taken from the ocean to constitute the ice-caps, and sea-level was a little higher than at present. The oscillation as a whole would be but an incident in a series of climatic and oceanic changes which began with the opening of the glacial period.'

"Professor Daly's hypothesis seems to imply that if for any reason the antarctic ice-cap were reduced, its contained water would be restored to the ocean, and unless other conditions intervened there might, in the course of thousands of years, be a rise of the world-wide ocean-level back to something like the point from which it has retreated."

INSECT SNOW

WOOLLY plant-lice, covered with threads resembling cotton, are often crowded together in such masses on the leaves and twigs of trees that these appear to be covered with snow. This remarkable "insect snow," we are told by R. W. Shufeldt, writing in *American Forestry* (Washington), may be found on many trees, particularly beeches and sycamores, during the month of August. He first saw it, he tells us, in August, 1919, at night. Coming to a big beech-tree and turning a flashlight on it to observe whether moths were lurking under the leaves, he saw that the limbs and foliage looked as tho it had been in a snow-storm. Almost immediately afterward a sycamore-tree was found to be in the same condition. He goes on:

"The pure white, cottony-looking layer covering the under sides of hundreds of the leaves and the limbs and twigs upon which they grew, was the white down growing on the backs of many thousands of little black insects. A large branch was cut off without jarring any of this curious host of little insects and carried home for study, where it was duly suspended from a string stretched across the room. Upon approaching it next morning it was discovered that when the limb was jarred in any way, all of the hundreds of little creatures on it began to sway to and fro in unison,

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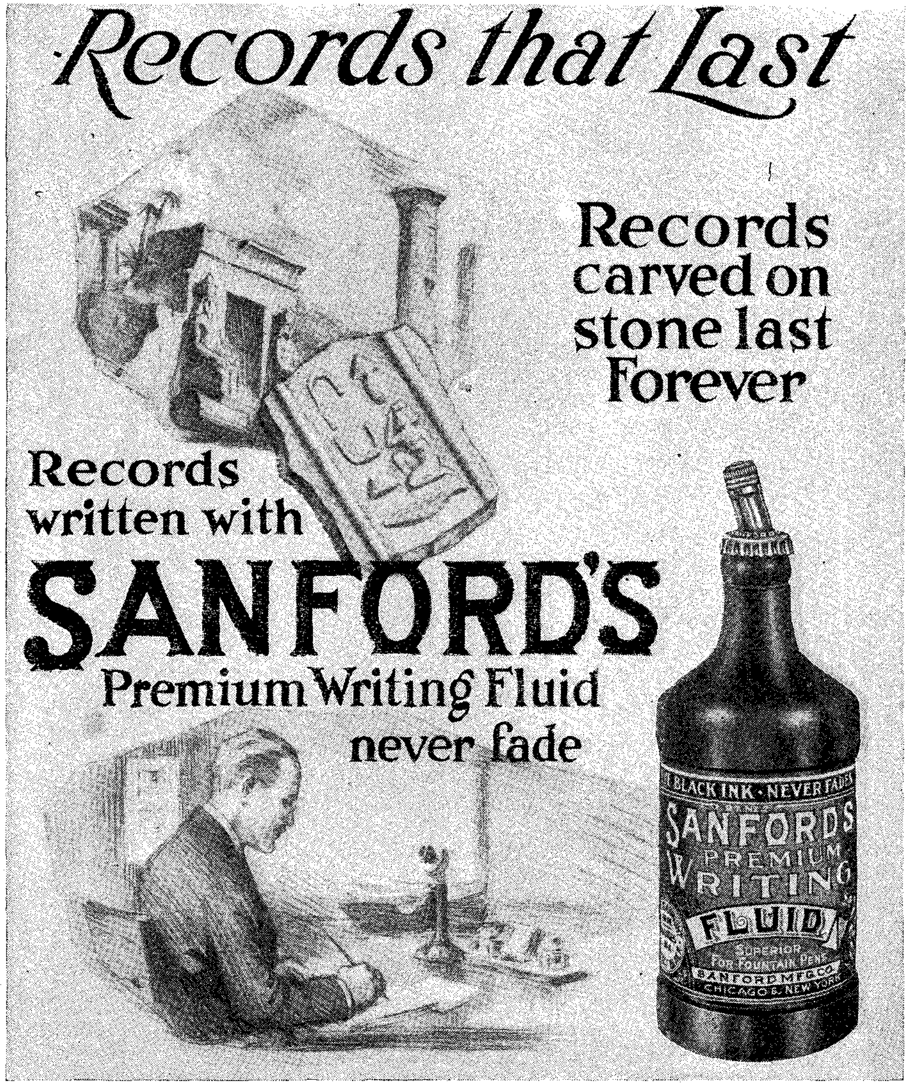
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SCIENCE AND INVENTION

Continued

and this synchronous rocking was kept up several minutes after the disturbance had ceased. The same effect was produced when one clapped one's hands, and at the same time a large number of the insects jetted out a minute drop of watery fluid, the whole coming down as a miniature shower.

"Along in 1851, Fitch, the distinguished entomologist of New York State, gave the original description of a very remarkable insect that was discovered in masses, attacking the leaves of beech- and sycamore-trees of that part of the country. This was followed by published accounts of the same species by other entomologists, but it was not until 1886 that Lintner gave the most complete accounts extant of what is now generally referred to as the 'beech blight.'

"Lintner stated that he had received specimens on the under surface of a leaf of 'an insect about one-sixteenth of an inch long, with a tuft-like down attached to the end of its body. It is found in large numbers in the woods, but only on the beech. The limbs are so thickly covered with them that in their continued swaying motions back and forth they all kept time. Underneath the leaves and on the ground is found a blue or drab-colored substance, undoubtedly the offal from them.

"'The insect is one of the aphides, commonly known as plant-lice. . . . Popularly it is known as the beech-tree blight.'

"The females of these tiny insects are provided with wings, and in both sexes the body is shiny black for the most part, with the legs of a much lighter tint, while a very striking character is to be seen on the hinder half of the abdomen, where there is attached a little tuft of snow-white down, so arranged that it practically puts the rest of the insect out of sight. These aphides congregate in dense masses on the under sides of the leaves of beech- and sycamore-trees during midsummer.

"Dr. Fitch further pointed out that 'a peculiar feature of this insect and of its allied species is the white substance in which they are developed, resembling threads of cotton or wool, and which has given them the name of "woolly aphides." It appears in the form of threads or fibers which are sometimes long and flattened as in the beech-blight, and sometimes in the form of fine powder.

"'The substance is secreted by a glandular organ in the abdomen and thorax, and is of a peculiar character, being insoluble in water, alcohol, or solution of potash, and is not melted by the application of heat. The purpose which it serves in the economy of the insect is not known.'"

The writer just quoted goes on to point out that all the aphides are injurious to the vegetation, the amount of their harm depending upon their numbers and the quantity of the sap that they are able to withdraw. As the peculiar coating of these aphides protects them from most liquid insecticides the best remedy is crushing them with a cloth, stiff brush, or broom, upon the trunks and branches. To quote, in conclusion:

"It has further been shown that 'this species is quite resistent to cold, since it was observed the latter part of October, 1903, in New York State, after the temperature had been quite low, and while an inch of snow was to be seen on adjacent hillsides.' It is a widely distributed species over the State of New York, and ten or twelve years ago it gave a great deal of trouble in Oneida County, the beech-trees being covered with the pest, killing all the branches. The limbs become much twisted and distorted after the insects have sucked nearly all the sap out of them, and it is a curious sight to see a big tree having all of its limbs so thickly covered with these insects that it looks as tho it had been dusted over with powdered lime from the topmost twigs to the lowest branches. Thousands of beech-trees have been destroyed by this pest, and the menace has become a very serious one to this valuable tree. In other sections the sycamores have suffered to nearly the same extent. . . . . .

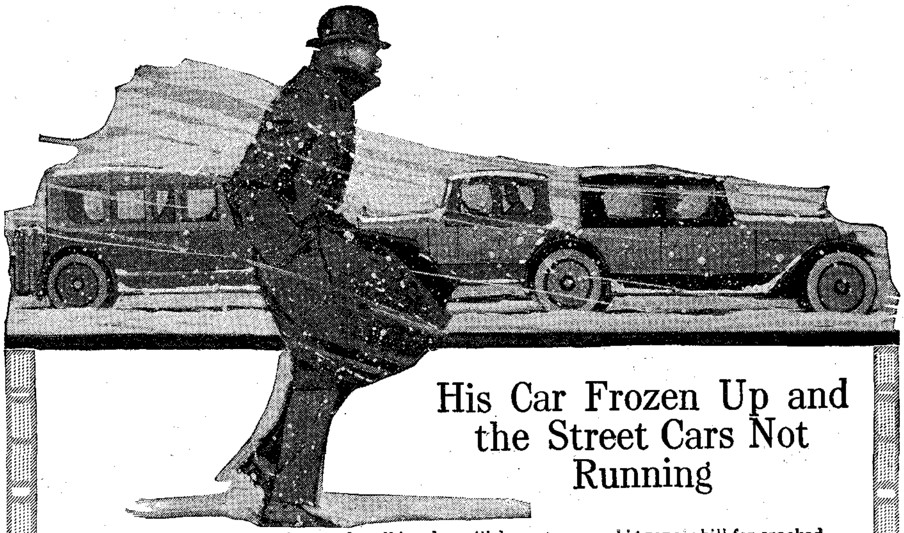
"The insect has a natural enemy in the caterpillar of one of our native butterflies, known as the Harvester, which has a range all over the Atlantic States and the Valley of the Mississippi. It is a small, bright orange form, its nearest relatives being butterflies occurring in Africa and Asia. One of the entomologists of New York has pointed out that 'the mother insect deposits her eggs upon the twigs of beech, alder, etc., in the midst of colonies of woolly aphides. The caterpillars, upon hatching, spin a thin web and devour many of the plant-lice, completing their growth within thirteen days.'"

SHALL WE STOP SHAVING?

IF beards lessen pain and lengthen life, it is obviously wrong and foolish to shave. This is the contention of Dr. Arthur MacDonald, of Washington, D. C., who writes on the subject in *The Medical World* (Philadelphia). Dr. MacDonald calls attention to the fact that shaving is largely a matter of fashion. At the end of the twelfth century beards were in disfavor, but when Francis I. let his grow to hide the scar of a burn, they came into fashion again. And when Louis XIII. became King of France as a beardless boy the practise of shaving at once prevailed throughout France. The question of expediency or health had obviously no place in these changes, and Dr. MacDonald believes that it is equally without influence in the present preference for smoothly shaved faces. If we considered sanitation in the matter, he says, we should let our beards grow; for they protect the face and throat against undue heat and cold, filter out dust and organisms, and improve the personal appearance—an item that he considers to fall within the domain of hygiene. Writes Dr. MacDonald:

"You might as well shave the fur off the squirrel and cut the feathers from a bird as to shave the hairs from the face. To-day the most civilized peoples who inhabit the temperate zone, the most favored by nature, have the richest growth of hair upon the face. . . . . .

"At the present time the habit of shaving, especially in our country, appears to be at its maximum in history. It is a form of egomania, the results of which may culminate in death before death is normally due. . . . . .



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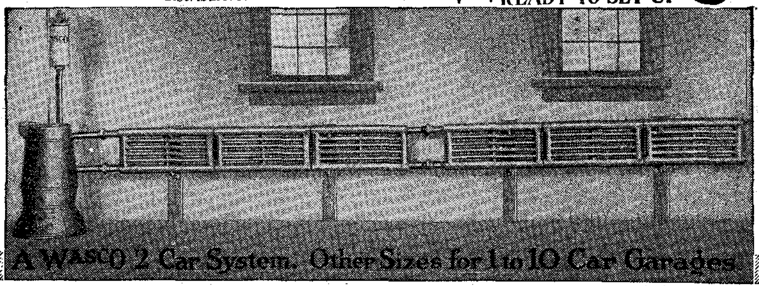

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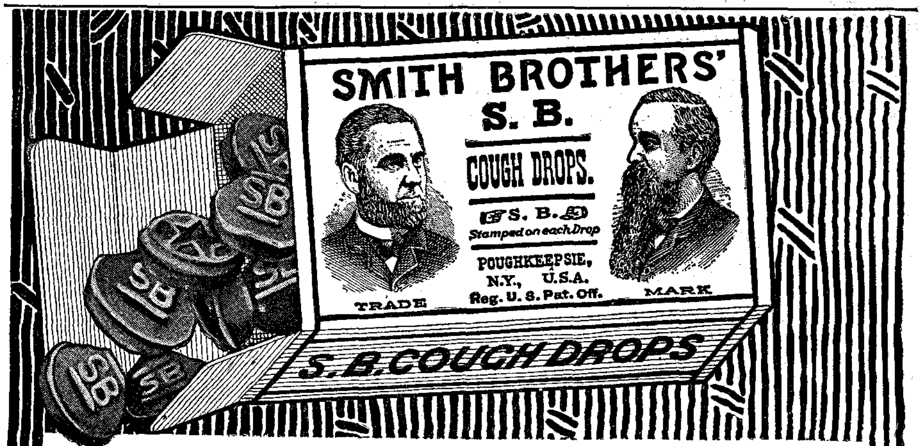

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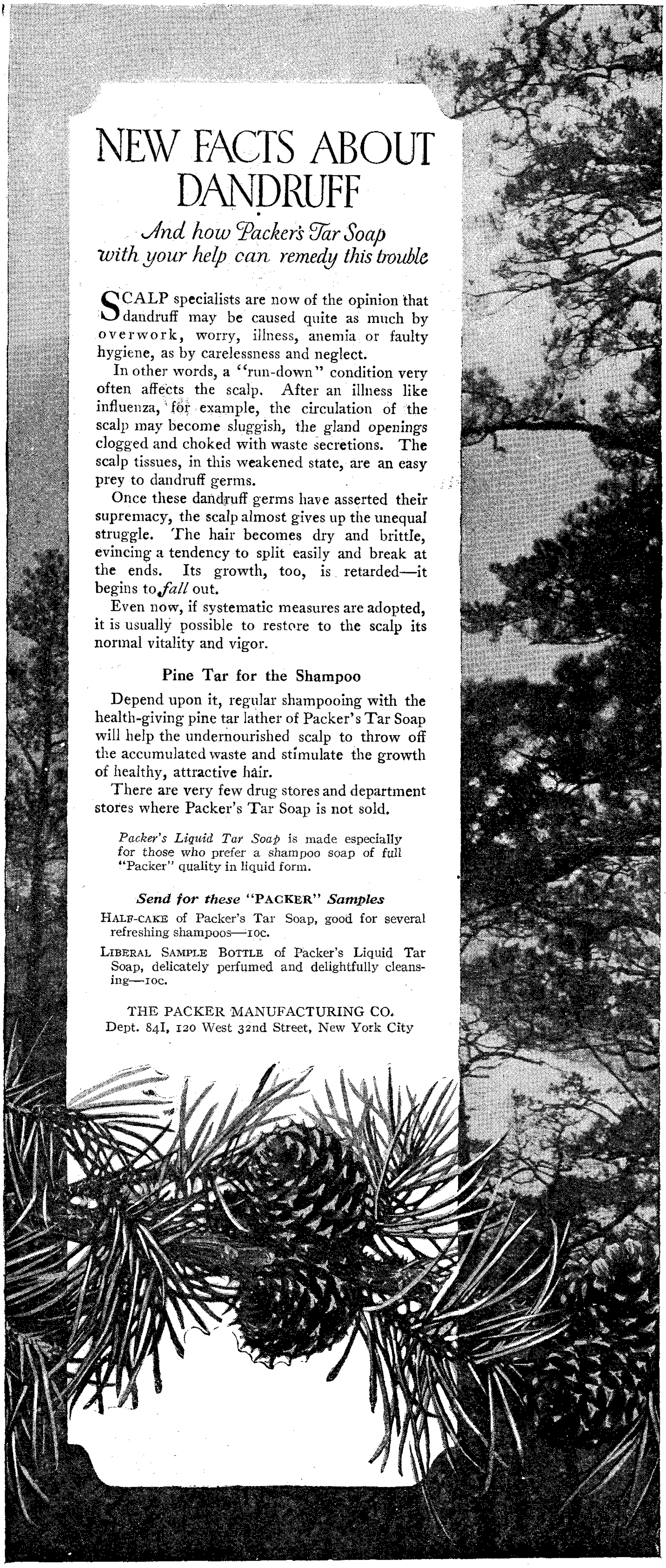

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SCIENCE AND INVENTION

Continued

"It is objected that the beard and mustache are uncleanly affairs. But it goes without saying that they should be kept scrupulously clean. People's feet are sometimes dirty, but that is no reason for cutting them off. It is claimed that hairs on the face make one feel uncomfortable. This may be the case with some, but it may be due to the fact that by continuous shaving the hairs have become coarse and stiff; it may also result from carelessness in caring for the beard, including uncleanliness. A soft, silky beard is not only not uncomfortable, but, if properly kept, is a thing of beauty.

"But how about women? As a rule, women have more fat beneath the skin than men have, especially in the neck and face. . . . It is a protector of the summits of the lungs, the main air-passages, and the great blood-vessels. The larynx and trachea in women appear to be deeper-seated than in men. Yet notwithstanding such safeguards, women are said to have more facial neuralgia than men. . . . . . .

"If (say) ten thousand men shaved who had had beards for one or more years, and another ten thousand who had shaved for one or more years should let their beards grow for a year or more, we would have the basic material for a study of the question. A summary of the results produced by these changes on the face for a period of a year or more might furnish some scientific results. . . . In the meantime, it will be useful to note the main facts and opinion of some specialists on incidents of disease in the upper air-passages; and then consider their relation to beard and mustache. . . . . . .

General opinions based upon long experience with nature have sometimes been found wrong, but much more often right, especially after careful and extended investigations have been made.

"Among bearded railroad men who are often exposed to the elements, it has been found that pulmonary and respiratory affections are comparatively rare. It is said that the sappers and miners of the French army, who are remarkable for the size and beauty of their beards, enjoy a special immunity from bronchial affections.

"Just as the hair protects the head, so does the beard the face. The mustache is nature's respirator, while the hair covering the jaws and throat gives warmth and protection to the delicate structures under it, especially the fauces and the larynx. The hair of the mustache absorbs the miasma and moisture of fogs; the beard takes heat from the warm breath of the mouth as it leaves the chest, and supplies it to the cold air taken in. . . . . . .

"If a man would have increased immunity from toothache, relaxed uvula, coughs, colds, inflammation, desquamation, and all the rheums, let him grow a beard. It helps to avoid the irritating effects of the sun's rays, tending to protect from freckles."

A preliminary study of the beard cited by Dr. MacDonald has been made on fifty-three strong, healthy men from twenty-five to forty-five years of age, who shaved the face after having previously worn the full beard. At first, all of them experienced unpleasant sensations of cold, and only fourteen of them became speedily accustomed to the change. The others suffered with affections of the teeth and jaws, rheumatism of the gums, enlargement of the submaxillary glands, and rapid increase of cavities in previously affected teeth. To quote further:

> "The beard also helps to protect the skin from insects, especially mosquitoes, the main, if not the only, cause of malarias. . . . Relatively few people die of malaria, but it weakens their resistance to other diseases, especially pneumonia, which often ends in death. . . . . . .
>
> "In changeable climates the beard is useful as an equalizer of heat and cold. Shaving appears to render persons more susceptible to violent changes of temperature, and consequently more liable to disease. In cold localities the beard is an important defense. . . . The injurious effect of removing this protection, even in midsummer, is shown in huskiness and hoarseness of the voice. Medical men have recommended that public speakers, who have a tendency to relaxed uvula or clergyman's sore throat, let the beard grow under the chin. . . . . . .
>
> "Too little attention is given to early indications in the upper air-passages. . . . The air entering the nose during an hour contains about fourteen hundred organisms of various kinds. . . . the large outside doors, the mustache and beard, which at the very first could stop much of the dust and organisms, are omitted in many cases. . . . Here the mustache can be of service, and even the beard, which can stop some of the dust before coming up to the nose, aiding the mustache, really being a double protection from dust, which if allowed to pass can facilitate the development of inspiratory pneumonia. . . . Beard and mustache tend to lessen colds and thus further protect from greater dangers. . . . . . .
>
> "A cold is increased and prolonged by abnormal conditions of the nose and throat. Smoke, dust, and fog can produce such conditions; thus dust from a quarry when breathed into the mose irritates the muccus membrane. The mustache would keep much of the dust out, lessening the irritation; the beard also catches some of the dust, especially in the case of mouth-breathers. . . . . . .
>
> "The beard may be grown to hide facial defects, to cover up an uneven face and make it look more symmetrical; in short, to improve the personal appearance. Symmetry, tho often ignored, is the basis of esthetics. The beard may hide homely and coarse features, or cover up wrinkles, scars, warts, and other abnormal formations. Where the face is thin or sunken, the beard may be left heavier; where the face is full, it can be closely trimmed. The mustache can serve to conceal an ill-shaped mouth, bad teeth, thick, ugly lips, and hide the defects of some peculiarly shaped noses; for instance, it can shade off a long nose. Briefly, the beard and mustache can very often improve the looks as well as suit the fancy by the many styles in which they may be cut. . . . . . .
>
> "One of the advantages of a beard consists in disadvantages of shaving. The dangers of skin diseases from shaving in barber-shops, or from the frequent nicking of the skin by self-shavers, due to haste and other causes, are unnecessary to dwell upon. The time lost on shaving, especially waiting your turn in the barber-shop, can be estimated to be about six hours a month, and the cost of shaving at about six dollars a month. It is not infrequent, when visiting in the country, or when the barber-

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SCIENCE AND INVENTION

Continued

shops are close, to have to decide between declining some unexpected invitation or accepting it with the embarrassment of a neglected face.

MORE SUNLIGHT!

THE sun's rays, believed by the ancients to be divine, and just as stimulating and healing now as ever, are shunned by most of us under the mistaken idea that they are injurious. Our specialists know better, and some of us pay huge fees to be treated with sunlight in hospitals, when we sedulously keep out of it at home. Dr. Randle C. Rosenberger, who writes on "Do We Get Enough Sunlight?" in *The Forecast* (New York), says that a universal tendency is to discredit anything that is free. We should probably stop breathing if nature had not provided automatic mechanism that forces us to keep it up. Dr. Rosenberger thinks we would all be wise to adopt the Roman fashion of a solarium. In Rome, solaria in homes and in public buildings were used to cure nervous diseases, gout, insomnia, and diseases of the skin. In Central America sun rays were used both by the Indians and early Spaniards as a cure for syphilis, tuberculosis, and rheumatism. He continues:

"In modern times we find Swedish, Russian, French, English, German, Austrian, and American physicians using the sun's rays in the treatment of various chronic conditions. Finsen, I believe, was the first to publish results of the cures he brought about in tuberculous diseases of the skin through the play of the ultra-violet rays of the sun upon the diseased tissue. . . . He proved through experiments upon animals that chemical rays of the sun penetrate the skin. . . . . .

"He proved further that sunlight rays penetrated far more easily in bloodless tissues than in those filled with blood. These experiments led to the wide-spread treatment of lupus, or tuberculosis of the skin, and it marked the advent of phototherapy, now known as heliotherapy or treatment of disease by sun baths. . . . Dr. Kellogg, of Battle Creek, Mich., believes that through heliotherapy 'debilitated functions are exhilarated, nutrition is very markedly improved, activity of secretions is marked, and internal organs are oxygenated.' In New Zealand a number of cases of tuberculous peritonitis have been treated successfully. At Valdes, the Austrian Tyrol, there has long been a famous sun-bath sanitarium where remarkable results have been obtained in treatment of tubercular children.

"During the late war it was discovered that sun's rays were beneficial for compound fractures and suppurating wounds. In Rollier's sanitorium, at Leysen, French and English soldiers, as well as children from all over the world who were suffering from bone tuberculosis, were treated by the sun's direct rays and practically without surgery and casts. . . . . .

Rollier insists that 'heliotherapy has just so much efficiency, according to the amount of surface exposed and the more prolonged the duration of the exposure.' He believes that we would all be healthier if we wore less clothing, but he wisely says that each person must be treated individually as regards the amount of sun he or she can stand. . . . . .

"Many people do not appreciate the sun's healing powers because these treatments are free to all. . . . Recently I met a returned soldier who had been treated for suppurating wounds by concentration of the sun's rays with great success. He talked very intelligently concerning the concentration of the sun's rays by means of a double convex lens, . . . but he did not seem to realize that he needed sun baths in America as well as in France and in the home as well as in the hospital.

"Few people also realize that sunlight is not only a healer but the destroyer of germs. The sun's rays are Nature's best weapons to destroy germs. Most germs are not able to stand the direct action of the sun's rays for more than a few minutes. Why not open the doors and windows, letting the sun stream in and killing microbes that bring sickness and death in their train."

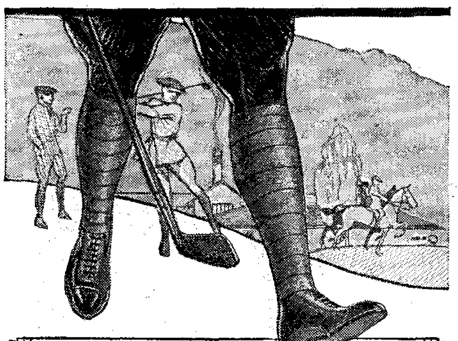
In short, Dr. Rosenberger concludes, the sun is Nature's best tonic, and we should not deprive our bodies from coming in contact with real light rays. For that reason it is best to wear as few clothes as possible for decency and comfort and to allow children to go without hats, wearing sandals instead of shoes and stockings. He goes on:

"On hot summer days we see little babies covered from head to toe and with not a chance to let one little sunbeam kiss the baby's flesh. We see young girls wearing fur chokers that defy the admittance of sun rays. We pass many women drest in heavy black that keeps out the sun's rays. We see otherwise sensible men swathed in funeral black suits and choking their necks with high, tight collars, while making themselves bald through wearing closely fitting hats and caps. . . . . .

"The great trouble with most of us is our tendency to excess. . . . We must be moderate in all things, but after becoming accustomed to the sun and knowing just how to receive its rays, it will always be our friend. We should adopt the Roman custom of having at least one room in our home for a solarium. This room should face the south and the window or windows should be sloping. The sun-bather should lie on a cot before the open window with his head protected from the direct rays of the sun. The first bath should not last over five minutes, but as one becomes accustomed to sun-bathing it may be continued to three-quarters of an hour. Such baths, most physicians claim, give not only energy to the bather but help to cure insomnia, malnutrition, anemia, neurasthenia, chlorosis, and tubercular troubles. . . . . .

"I am not advocating becoming a sun-worshiper, going without any clothes, walking bareheaded in the sun until one's head aches and skin is blistered, but I believe that every one who wishes to be healthy and happy naturally seeks the sunlight as plants do. . . . Sunlight is the birthright of every one, and we have need for more of this energy-giver in all homes, schools, factories, workshops, churches, and prisons. . . . . .

"Absence of sunlight in courts and alleys of the tenement sections in most cities is the prime cause of high infant mortality, and it leads not only to sickness and death but to crime. . . . . .



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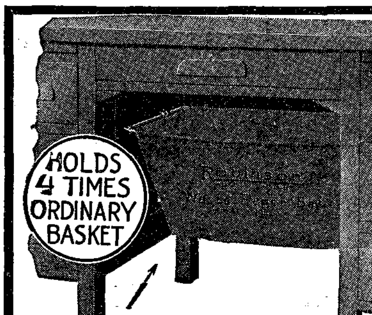

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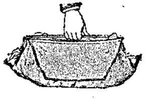

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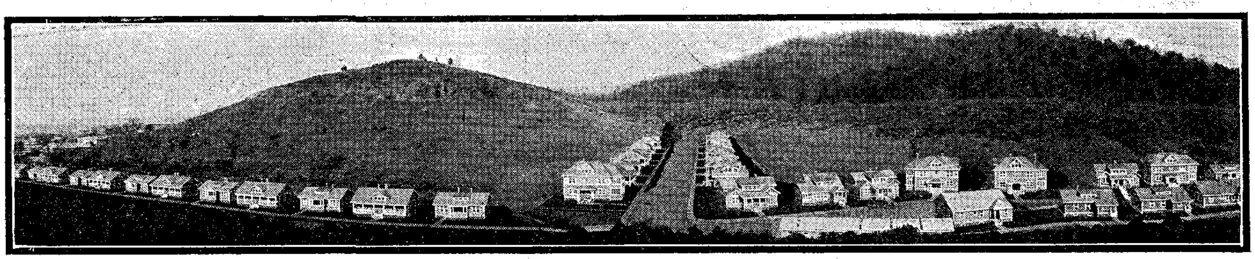
"The Largest Business Training Institution in the World"

Delicious Muffins
For Diabetics

From famous HEPCO Flour. High per cent of fats and protein—scarcely a trace of starch.

Ten 2c stamps will bring ¼-pound sample—enough for a heaping plate of muffins or gems. Address

Waukesha Health Products Co.
102 Spring Drive, Waukesha, Wis.
Ask Your Doctor



THE MINTER SYSTEM OF FABRICATION PERMITTED THE SPEEDY AND ECONOMICAL DEVELOPMENT OF THIS ATTRACTIVE SUB-DIVISION

You Can Erect All Types of Homes by the Minter System of Fabrication

*Build with **Fabricated Units** rather than separate pieces of lumber—secret of new building principle*

By the MINTER System of Fabrication, a house is reduced to certain, well-defined units.

These fabricated units are constructed at our factories in standard sizes and are more strongly constructed than if built up on the job. These fabricated units comprise 90% of the structure.

The Minter System of Fabricating Homes was developed and perfected by our experience in manufacturing and building more than 25,000 Homes by every known method of construction.

The system is sound—practical and proven! It saves three-fourths the time—and a large proportion of the cost. We guarantee complete delivery of all materials.

The Minter System of Fabricating Homes is Elastic! While we have a great many plans already prepared, we can take your plans or your ideas, and adapt them to this system.

This principle of construction has solved some of the greatest housing problems. The Sandusky Land & Building Co., of Sandusky, Ohio; The Western Clock Co., of La Salle, Ill., and the Allied Homes Corp., of New York, are a few of the thousands who have adopted this method of building.

Our Housing Engineers will submit plans—and work out all details for your operation. Tell us how many homes you wish—the types—the amount of your appropriation, and we will prove that this System of Building will meet your requirements.

MINTER *System of Fabricating* HOMES

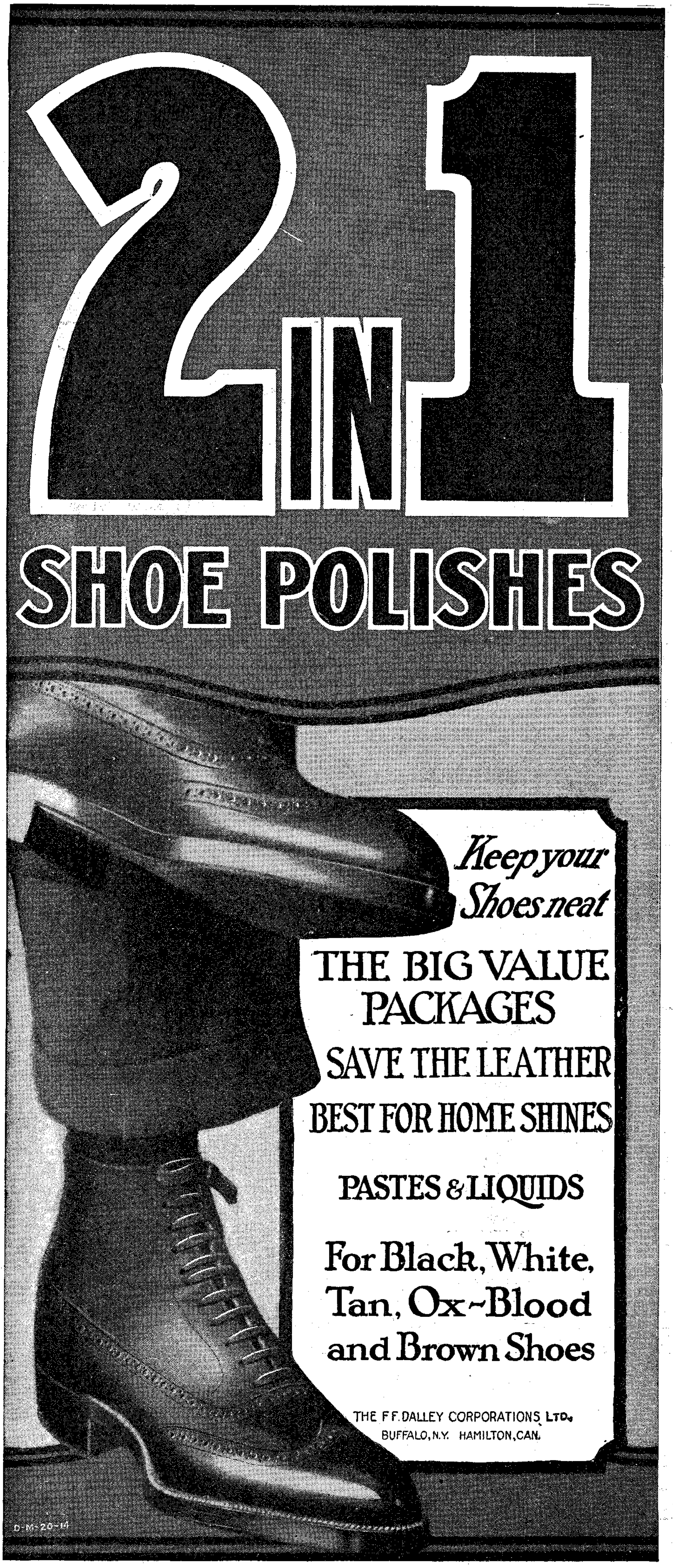
A new construction principle which saves three-fourths the time of building.

A personal conference with one of our representatives may be effected by communicating with any of our offices

NEW YORK
Fifth Ave. Building

MINTER HOMES CORPORATION,
HUNTINGTON, WEST VIRGINIA
THE MINTER HOMES COMPANY,
GREENVILLE, SOUTH CAROLINA
SAVE ONE FOURTH THE COST
MINTER HOMES
THREE FOURTHS THE TIME

CHICAGO
Association Building



SCIENCE AND INVENTION

Continued

"More, not less, sunlight is needed by all of us, and this great republic will have a healthier and happier race of citizens when laws are made to provide plenty of sunlight as a natural environment of all."

GASOLINE POISONING

THAT gasoline is combustible goes without saying, and its possessors usually take precautions based on their knowledge of this fact. That it is poisonous is not so generally known. Inhalation of the fumes of gasoline, benzin, or naphtha may seriously injure the tissues of the human body. The writer of an article on this subject, adapted from *The Travelers' Standard* by *Chemical Warfare* (Edgewood Arsenal, Md.), reminds us that this danger is entirely distinct from that of inhaling the exhaust of an automobile, which consists of combustion products.

Petroleum products, he goes on to say, are used in large quantities in cleaning and water-proofing establishments, and in garages, rubber-works, and other enterprises. In oil-refineries immense quantities of these fluids are stored, and it is frequently necessary for workmen to enter the empty storage-tanks. The vapors are often so dense that workmen wear oxygen-breathing apparatus or specially ventilated helmets. In places where the fumes are less dense little precaution is taken, and frequently workmen suffer. To quote directly:

"Moderate inhalation of gasoline fumes produces a sensation of mild alcoholic intoxication, which is frequently referred to by the men as a 'naphtha jag.' Continued exposure to the fumes often causes chronic bronchitis, mental dulness, vertigo, and headache. The fact that these symptoms may not develop until the exposed person goes out in the open air frequently makes it difficult for the victim to realize the cause of his illness. Cases of acute gasoline-poisoning are characterized by headache, vertigo, palpitation, nausea, vomiting, and mental confusion, and in extreme cases the patient may enter a state of coma, from which he is revived only with difficulty. Death sometimes results from an exposure to dense fumes. In some fatal cases death is caused by hemorrhage in the mucous lining of the respiratory passage or by paralysis of the heart, whereas in other fatal cases autopsies show an acute fatty degeneration of the heart, liver, and kidneys as the cause of death.

"Good ventilation is necessary in rooms where gasoline, benzin, or naphtha is used, so that the fumes may be removed, or be diluted to such an extent that they are practically harmless. High ceilings, and artificial exhaust-ventilating systems with intake openings situated at points where the volatile liquids are used, are recommended for such work-rooms. In places where it becomes necessary for workmen to enter the tanks that are used for storage purposes, and in establishments where extremely heavy fumes may be encountered, breathing apparatus supplied with oxygen must be used, and such apparatus should not contain rubber as an essential part of its construction. An accident recently came to our attention which emphasizes the danger of using apparatus in which rubber is employed in this way.

"In a certain oil-refinery it was found necessary to make some pipe connections inside a tank used for storing gasoline. Of course the use of oxygen apparatus was known to be necessary on work of this kind, because the tank contained gasoline fumes and more or less liquid gasoline that had not drained out when the tank was emptied. The workman was therefore provided with a standard outfit capable of supplying sufficient oxygen to last for half an hour, and after thoroughly testing it he entered the tank for the purpose of making a preparatory exploration. Thoroughly satisfied with the working of the apparatus, he came out of the tank to procure the tools and material needed to make the pipe connections. When he again entered the tank it is believed that part of his breathing apparatus in some way came in contact with the liquid gasoline in the bottom of the tank, and that the gasoline dissolved the interior rubber lining of the oxygen container to such an extent that gasoline fumes could penetrate the apparatus. These fumes were inhaled by the workman and caused his death before he could be removed from the tank.

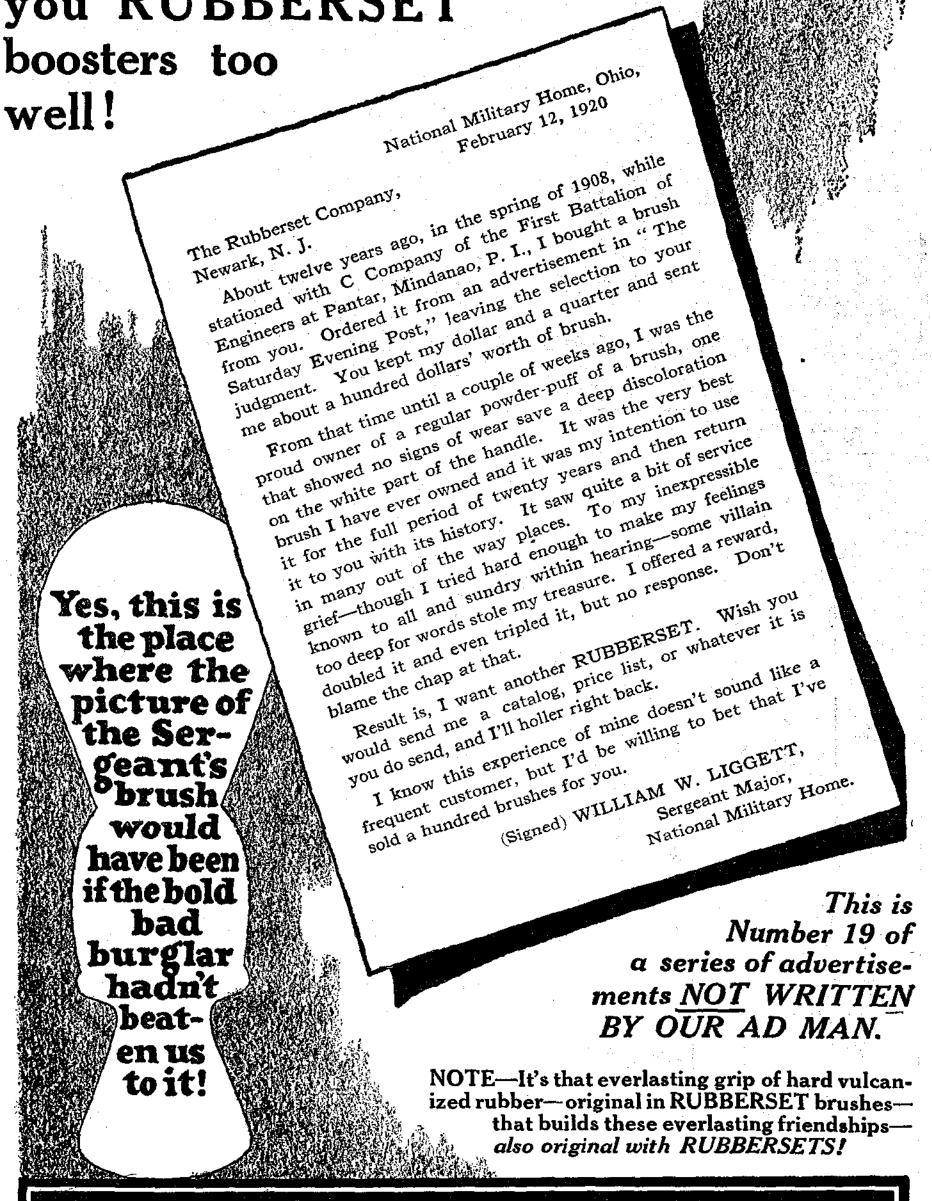
"Altho fatal cases of gasoline-poisoning are not common, they are frequent enough to warrant consideration, and cases of chronic poisoning are rather numerous. Painters, rubber-workers, dry-cleaners, chauffeurs, printers, employees in oil-refineries, and a host of other users of petroleum products are exposed to this health risk, and precautions should be taken in establishments using these volatile liquids to safeguard the health of the workers as effectively as possible."

HOW RACE-PREJUDICE HURTS OUR TRADE

DO we Americans lack tact? In our trade relations with races that we deem our inferiors, we certainly do; and it is hurting us commercially. It may not be possible to kill the feeling of superiority, but at least we need not rub it in. John H. Whitaker, writing on this subject in *Pan-Pacific* (San Francisco), expresses the opinion that the English have rather more racial prejudice than we, but they have learned not to obtrude it. They refrain from calling attention to racial differences. As a result their name is a power in the Orient. We shall never succeed commercially there unless we imitate them. Of two stores in your town, which would you deal with—one where the proprietor regarded you as his inferior and reminded you of the fact with every word, or one where there was kindliness and friendly sympathy—a dealing as of man with man? The answer is obvious. We are "too brutally frank to succeed in trade" with oriental races, Mr. Whitaker thinks. But we have never been slow to learn and to adopt new methods, especially where they are to our advantage. Tact and courtesy are not wanting among us; it is not impossible that we may find that we can "use them in our business" with China, Japan, and the Malays. Says Mr. Whitaker:

Sure now, Sergeant,

you were more than welcome to the hundred dollars' worth of brush for a dollar and a quarter, but we won't take that bet. We know you RUBBERSET boosters too well!



National Military Home, Ohio,
February 12, 1920

The Rubberset Company,
Newark, N. J.

About twelve years ago, in the spring of 1908, while stationed with C Company of the First Battalion of Engineers at Pantar, Mindanao, P. I., I bought a brush from you. Ordered it from an advertisement in "The Saturday Evening Post," leaving the selection to your judgment. You kept my dollar and a quarter and sent me about a hundred dollars' worth of brush.

From that time until a couple of weeks ago, I was the proud owner of a regular powder-puff of a brush, one that showed no signs of wear save a deep discoloration on the white part of the handle. It was the very best brush I have ever owned and it was my intention to use it for the full period of twenty years and then return it to you with its history. It saw quite a bit of service in many out of the way places. To my inexpressible grief—though I tried hard enough to make my feelings known to all and sundry within hearing—some villain too deep for words stole my treasure. I offered a reward, doubled it and even tripled it, but no response. Don't blame the chap at that.

Result is, I want another RUBBERSET. Wish you would send me a catalog, price list, or whatever it is you do send, and I'll holler right back.

I know this experience of mine doesn't sound like a frequent customer, but I'd be willing to bet that I've sold a hundred brushes for you.

(Signed) WILLIAM W. LIGGETT,
Sergeant Major,
National Military Home.

Yes, this is the place where the picture of the Sergeant's brush would have been if the bold bad burglar hadn't beaten us to it!

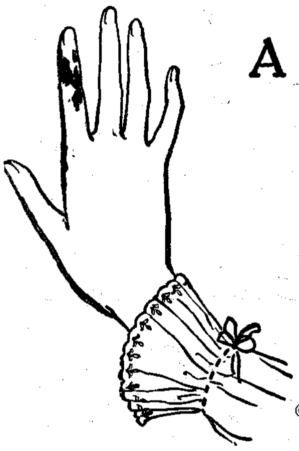
This is Number 19 of a series of advertisements NOT WRITTEN BY OUR AD MAN.

NOTE—It's that everlasting grip of hard vulcanized rubber—original in RUBBERSET brushes—that builds these everlasting friendships—*also original with RUBBERSETS!*

RUBBERSET
TRADE MARK
LATHER HAIR TOOTH **BRUSHES** PAINT VARNISH STUCCO
every bristle gripped EVERLASTINGLY in hard rubber!

A mere touch will end it—

So with corns



A spot on your hand is ended with a touch of soap. You don't cover it and keep it.

A touch of Blue-jay ends a corn, as easily and surely. Then why pare and coddle corns, and let them stay for years?

Millions of people nowadays end all corns in this way:

They drop on liquid Blue-jay or apply a Blue-jay plaster.

The ache stops. The toe from that moment is comfortable. And shortly the entire corn loosens and comes out.

The method was perfected in this world-famed laboratory. It is gentle, scientific, sure. It is now the recognized, the model way of dealing with a corn.

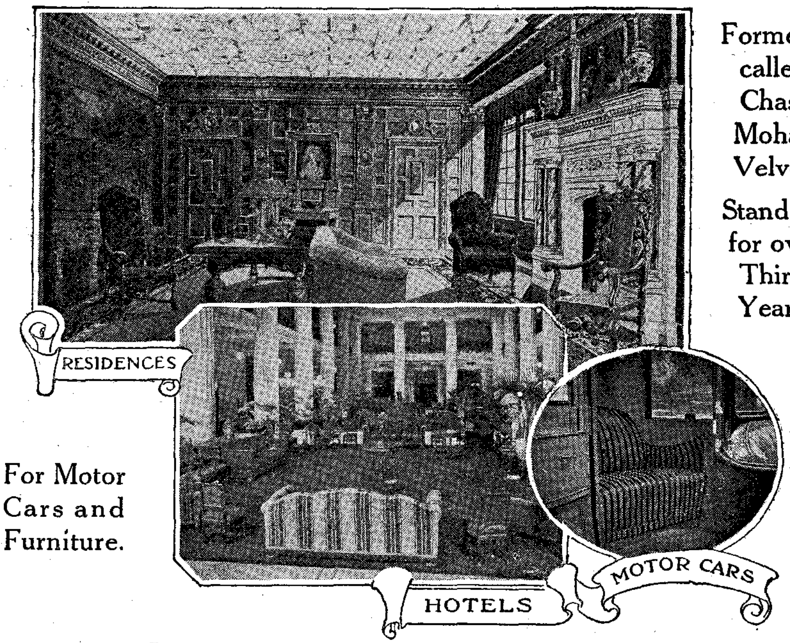
It means to those who know it a lifetime without corns.

If you let corns spoil happy hours, you should learn the folly of it. Try Blue-jay tonight. Your druggist sells it.

B&B Blue-jay
Plaster or Liquid
The Scientific Corn Ender

BAUER & BLACK Chicago New York Toronto
Makers of Sterile Surgical Dressings and Allied Products

The Luxurious Mohair Upholstery



Formerly called Chase Mohair Velvet.

Standard for over Thirty Years.

For Motor Cars and Furniture.

Chase Velmo
Sanford Mills, Sanford, Me.

VELMO LIKE SILVER FOR SERVICE.

Mohair has the longest wearing surface known to the textile world. Only the best of Mohair fibres are used in Chase Velmo fabrics—no wearing out in spots—all wear comes on ends of fibres—fast colors, wonderful color and pattern combinations.

Write for Booklet.

L. C. CHASE & CO., BOSTON, New York, Detroit, San Francisco, Chicago

SCIENCE AND INVENTION
Continued

"The applause which was accorded the earnest appeal of Tomotake Teshima, representing the Japanese delegation at the recent National Foreign Trade Convention in San Francisco, for fair and courteous treatment of his people . . . was ample proof that the vast majority of the delegates to the convention were not in sympathy with . . . bitter anti-Japanese propaganda. . . . . .

"The sentiment of other speakers of the convention, Americans and, in one case, a Californian, was shown to be heartily in sympathy with the attitude of Mr. Teshima. The cold logic of the position taken by these gentlemen could not be disputed. The fact that 'peace and a good understanding' are essential to the growth and even the life of foreign trade has been strongly imprest upon the Japanese by the strength of the boycott instituted against their goods by the more alert element of the Chinese, both at home and abroad.

"As a people we Americans possess marked peculiarities which endanger our trade, not only with the Orient but equally with all the darker races everywhere. One of the baneful effects left upon our nation as a legacy of the curse of human slavery has been an inner feeling that there is something of ineradicable inferiority in a dark skin.

"This feeling, however, is strongest for the most part in those sections of our country with which the least foreign trade has been attempted and from which the least is to be expected, at least for some generations to come. The entire nation, however, and not only the American people but the white race, wherever its habitat may be, is permeated with a racial pride the question of the legitimacy of which is outside the realm of the present discussion.

"The trouble with the American people is that we lack in tact and, especially, in a wise reticence. Something over eight years' residence in a thriving British colony in the Orient has convinced me that the English people have, at heart, fully as much pride of race and prejudice against the colored races as we have ourselves. They possess, however, a wise reserve. They avoid inflicting the petty annoyances to which we subject all of the darker peoples with whom we come in contact, in that they refrain from calling attention to racial differences; they administer impartial justice, both in the courts and in business life, and they show the same cold but exact courtesy to the Chinese, Malay, Japanese, or Hindu gentleman that they accord the American or continental European. As a natural result, the English name is a power in the Orient, the English people are respected as we probably never have been, and English trade thrives apace.

"The key-note of the future outlook for American foreign trade, as exprest over and over again at the recent convention, was the increasing value and possibilities of our trade with the Orient. In the peoples of the Far East we have to meet races whose antiquity, of which they are exceedingly proud, is far greater than our own. With a just pride in their past, they possess a keen sensitiveness which strongly resents slights and insults and is especially affronted by disparaging references to their color."

In dealing with the Oriental, Mr. Whitaker goes on to say, we are not dealing with a people of unlimited patience like the American negro, nor a people whom we can affront at will. The greatest unworked potentialities of the world to-day are in the possession of the yellow races. The greatest field for supplying our failing stocks of raw materials, for the profitable employment of American capital, the greatest markets for our surplus output are to be found in eastern and southern Asia. If we lose them it will be our own fault. He continues:

> "Not because we are not the best situated to grasp and hold these opportunities, for we undoubtedly are; not because we have not the genius nor the capital to step in and control with a master hand, for we have plenty of both; not because we are so much more narrow-minded than the other great commercial peoples, but solely because we are too brutally frank, we are too 'rough and ready' in our methods, and too prone to despise the fine elements of proper courtesy due from man to man.
>
> "Much was said in the convention about the need for trained men for the foreign field, the emphasis being put upon men who knew the language of the people whose trade is sought or who knew their peculiar needs and tastes in merchandise and labels. It was a surprizing fact, however, that nothing was said of the importance of sending to the foreign field men who possest a tact and a courtesy which would enable them to win and maintain the respect and esteem of the oriental merchant, tho upon this rock much real and potential business already has been wrecked.
>
> "The people of the Orient, widely distinct as they are in blood and training, are alike in one thing: they possess and daily practise a type of courtesy which is exceedingly attractive and markedly different from anything with which we ruder Westerners are familiar.
>
> "That these people can be won by fair and courteous treatment is evident in the success gained in the city of Singapore, Straits Settlements, by a large American corporation, which numbers among its clientèle members of no fewer than thirteen distinct races or nationalities, working together amicably and harmoniously in the interest of the firm mentioned.
>
> Many nationalities can be found in these promoters of American trade. They include Eurasians, Babas, Hindus, Bengalis, Parsees, Chinese, Syrians, Irish, English, Scotch, Americans, Malays, and Portuguese. Since the group was taken, representatives of two or more races, Japanese and Singhalese, have joined their number. Singapore is destined to be one of the great centers of world-trade in the future, and American interests are strongly entrenched there through fair dealing and a wise choice of representatives sent out by American firms to deal with the wonderfully polyglot character of the population and business houses of that great city.
>
> "The irresistible conclusion is that if America is to get and hold her share of the oriental trade, two things are essential: anti-oriental agitation in California must be held within reasonable bounds and confined to decent and courteous methods, and American firms sending representatives to oriental countries must select such men as shall possess sufficient tact and courteous bearing as to assure their making a favorable impression upon the sensitive Oriental."

STRAIN!
Avoid it use

HOW unnecessary this exertion! How needless the damage to floor and rugs! If the sofa were equipped with Domes of Silence, it would glide smoothly at a touch, without scratching, without screeching or wrenching.

Manufacturers and dealers who plan for long service equip every piece of furniture with Domes of Silence. It pays to give them your preference.

For the furniture in your home, get these steel slides at any hardware, department or variety store. A hammer-tap attaches them.

DOMES of SILENCE
A mark of BETTER Furniture regardless of its cost

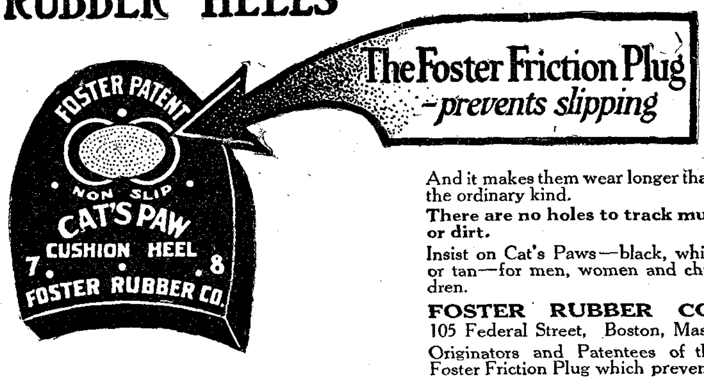
For Dancing

The name is easy to remember

CAT'S PAW CUSHION RUBBER HEELS

You cannot dance gracefully if you must be always on guard against the treachery of the polished floor.

But when you have Cat's Paw Rubber Heels on your pumps or slippers you are perfectly safe, because



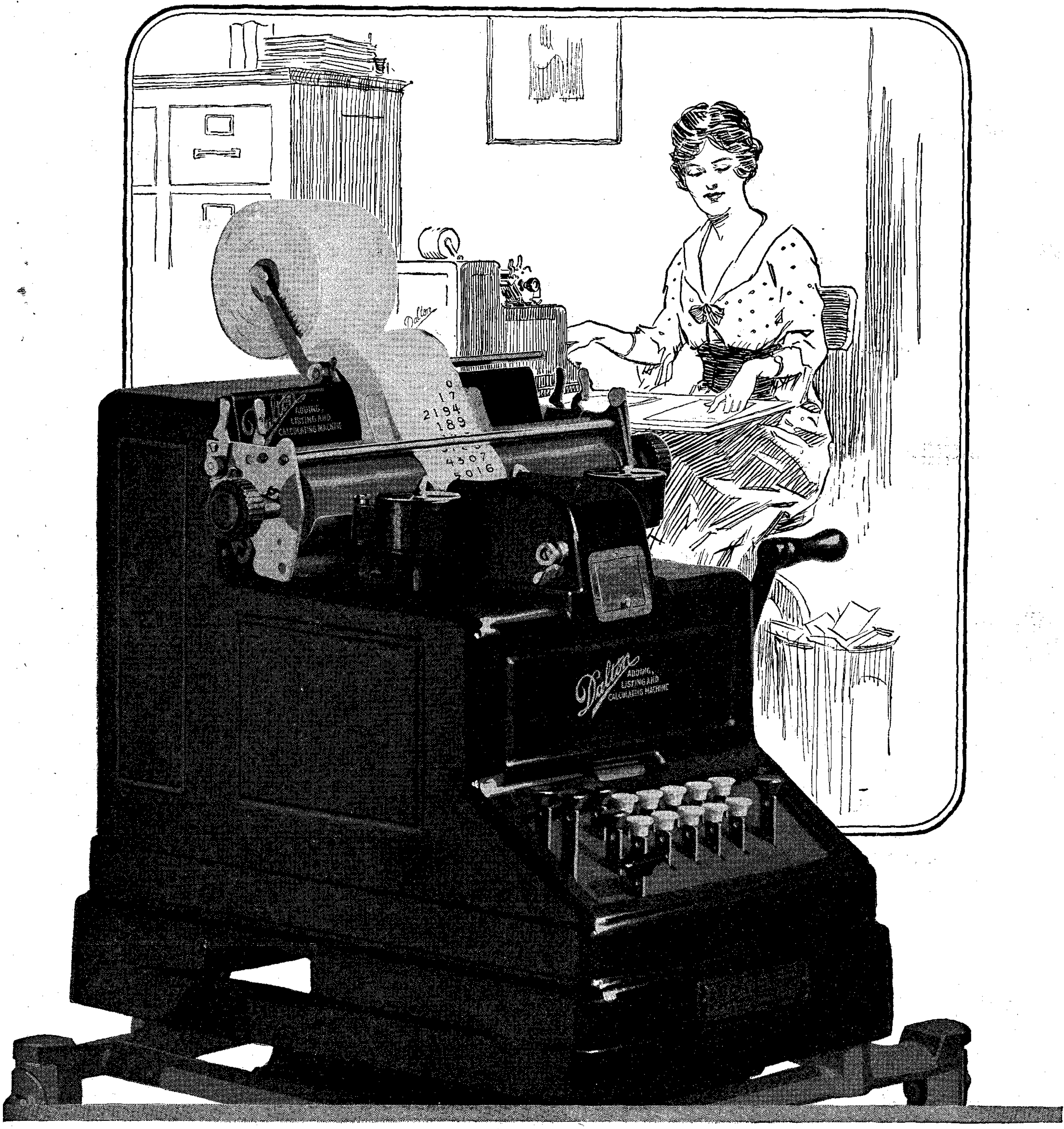
And it makes them wear longer than the ordinary kind.

There are no holes to track mud or dirt.

Insist on Cat's Paws—black, white or tan—for men, women and children.

FOSTER RUBBER CO.
105 Federal Street, Boston, Mass.
Originators and Patentees of the Foster Friction Plug which prevents slipping.

Why the Dalton is 25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17
2194
189
4307
5016
Dalton
Adding, Listing and Calculating Machine

Dalton

Adding-Calculating Machine

to 80 per cent Faster

in Adding *and* Calculating

Increases of 25 to 80 per cent in the amount of figure work handled in a given time are typical among firms that use the Dalton.

A Boston commission man who replaced his former equipment with Daltons was able to save 40 per cent in time in figure work.

Operators in the New York office of a noted express company, who formerly had been averaging 8,224 checks each with other machines, are now adding and listing an average of 11,007 checks each, in 7¾ hours, on the Dalton.

A general merchant in Augusta, Kentucky, writes that in addition to saving 60 per cent in time, he catches enough errors in sales slips and invoices with his Dalton to buy a machine every six months.

These are random instances of Dalton performance. Thousands of others, no less graphic, can be drawn from every field where Daltons are in service.

The explanation of this exceptional record is to be found in the fact that adding and calculating have been made simpler and faster by the Dalton.

Having 10 keys only, it is less complex. Furthermore, selection of columns is unnecessary—another advantage that contributes to the greater speed of the Dalton. Moreover, the Dalton is so simple that everyone can use it—business man, professional man, clerk or general manager.

The simplicity of the Dalton, coupled with the scientific arrangement of the keys, likewise makes touch operation easy to learn and use. On the Dalton it can be mastered in ten minutes' time, saving energy for the operator and greatly increasing speed.

The Dalton, too, is distinctive for its versatility; for its fitness for every kind of figure work. No matter what the figuring task, the Dalton can handle it more accurately, and with a saving in time and labor.

The Dalton adds, subtracts, multiplies, divides, figures interest, verifies invoices, cross-foots, tabulates, makes out statements, multiplies whole numbers by fractions, fractions by fractions, adds two totals at once, and performs various other mathematical calculations with a speed and accuracy that is almost beyond belief.

Dalton durability is established, and after-purchase service is available at all times to Dalton users everywhere.

Phone the Dalton Sales Agent in any one of the 100 or more leading cities—have one of our representatives demonstrate a Dalton in your store or office. No obligation at all. Or write—our booklet contains facts about the Dalton that every business man should know.

THE DALTON ADDING MACHINE COMPANY, *143 Beech St., Norwood,* CINCINNATI, OHIO
Agents for Canada, *The United Typewriter Company,* Toronto and Branches

Dalton Advantages in Brief

One machine for all figure work; 90 per cent fewer keys; 90 per cent fewer errors; touch method operation; 20,000 fewer movements daily of eyes, head and hands; 25 to 80 per cent greater speed; 50 per cent wider range of usefulness; usable by anyone, without previous practice

Dalton

Adding-Calculating Machine

SCIENCE AND INVENTION

Continued

INDUSTRY'S DEBT TO SCIENCE

SCIENCE is knowledge; industry is application. Science has no definite aim; industry aims at definite results: science disregards business considerations; industry takes them strictly into account; science makes discoveries; industry utilizes them. Each of these indispensable things is inclined to underrate the other. The result is that their coordination, without which modern civilization can not proceed, is failing. Industry builds on the foundation provided by science. A foundation alone is valueless—so is a structure without one. Industry lives by the funds drawn from the bank of science—and there is danger of an overdraft. These striking metaphors are from an article entitled, "Science and Industry," contributed by A. W. Allen to *The Mining and Scientific Press* (San Francisco). One trouble, Mr. Allen thinks, is that industry is necessarily aggressive, whereas science is not, and can not be; hence there is danger that the scientific investigator will be pushed off the map by the aggressive utilitarian. He writes:

"It is the failure to look beneath the surface—the eternal measurement of data and results in dollars and cents—that is leading to a lack of appreciation of the scientific mind. . . . What would have been the position of industry to-day but for science? How much of our present-day comfort and success is due to pure science, how much of our present-day security is due to the work of scientific men? And what could industry have done had it systematically encouraged science during recent years? These are pertinent questions.

"Since 1821 the world has been utilizing Michael Faraday's purely scientific discovery in connection with electromagnetic induction. The primary achievement has been elaborated by experimentation and research to such an extent that it must be admitted that many if not most of the notable electrical inventions would never have resulted but for the science of Faraday. It is to pure science that we owe our major tribute, not to experimentation along commercial lines. For Faraday was prepared to risk so much for pure scientific research that, according to one of his biographers, he gave up the idea of profit because 'worldly gains became contemptible in comparison with the rich scientific province he had subdued.'

"This is the spirit that occasionally gives to the world a great scientist. But what has been done to perpetuate the ideals of Faraday? One wonders how many others, who have the same view of achievement for achievement's sake, are disheartened at the outset by the demands from utilitarianists for a tangible commercial result from all research, and at every stage of the investigation. And must it not be admitted that, so long as the initiative of scientists is cramped and circumscribed by the dictates of those who have no appreciation of the nature of a scientist or the method of his work, no apprehension of the fact that great truths need diligent search, then so long shall we have to remain content with the building of additional stories on the firm foundations already laid, rather than to plan new edifices ourselves. . . . . .

"The time is ripe for a realization of the fact that scientific research can not profitably be hampered by the restrictions that usually hedge the efforts of those who may be employed to solve great industrial problems. A scientist must be given a free hand and trusted to work out his own salvation in his own particular way. The invariable comment is: 'But that is no business proposition.' No, it certainly is not. Business and science are irreconcilable. . . . . .

"In American industry to-day an aggressive manner is a *sine qua non*. . . . For the individual without it I doubt whether there is any hope of advancement, commensurate with his abilities or efforts, in American industrial or commercial work.

"Scientists are not temperamentally aggressive. . . . Aggressiveness and science are opposite; and so there is a real danger of the scientist being pushed off the map by the aggressive utilitarian. . . . Industry has taken the funds from the balance which was built up by science; and there is a danger of the account being overdrawn. Science the world needs and must have, but it should not be prostituted to the ideals of undiluted commercialism.

"Much of our present-day comfort and so-called civilization are due to the fact that industry has built prosperity on the foundations of disinterested and unpaid effort. Discoveries of great scientists have been utilized to the full, and industry now hopes to duplicate such achievements by means of non-scientific experimentation. . . . . .

"The reason for the frequent failure of experimentation along definite channels is that commercial considerations force it to take a circumscribed path which must always be in direct line with the particular object sought. Immediate practical results are demanded, monthly or even weekly reports are usually insisted upon, and the immense value of definite, altho possibly unproductive, progress is ignored."

But another aspect of the matter demands consideration, Mr. Allen thinks. The decay in pure science and the attitude of disdain taken toward it by industry and commerce is leading to deterioration in the manner of presentation of non-scientific data of vital importance. It is the great scientist, he says, who teaches us not only how to discover, but also to transmit the acquired knowledge. So long as science remains divorced from the resources and help of industry, so long will many great truths remain hidden. He continues:

"It is becoming more and more evident that the prejudices against pure science prevent us from adding, in an adequate manner, to the reserves of knowledge, other than by adapting to present-day needs the discoveries of the past. Other ground should be scientifically prospected in all directions. . . . . .

"Achievement along new lines necessitates as a preliminary the abandonment of the present unreasoning attitude toward pure science; we must reject the idea that experimentation and research must be curtailed or carried out along paths with a predetermined end in sight. . . . The country that can afford to encourage the scientific mind, and then place its greatest scientists on research work in each phase of industry, with a free hand as to the line of action to be taken, and with ample resources, will find that commercial as well as intellectual supremacy has been won. For few believe that the world has reached the zenith of great discovery."

LIBERTY BELL STILL UNMENDED

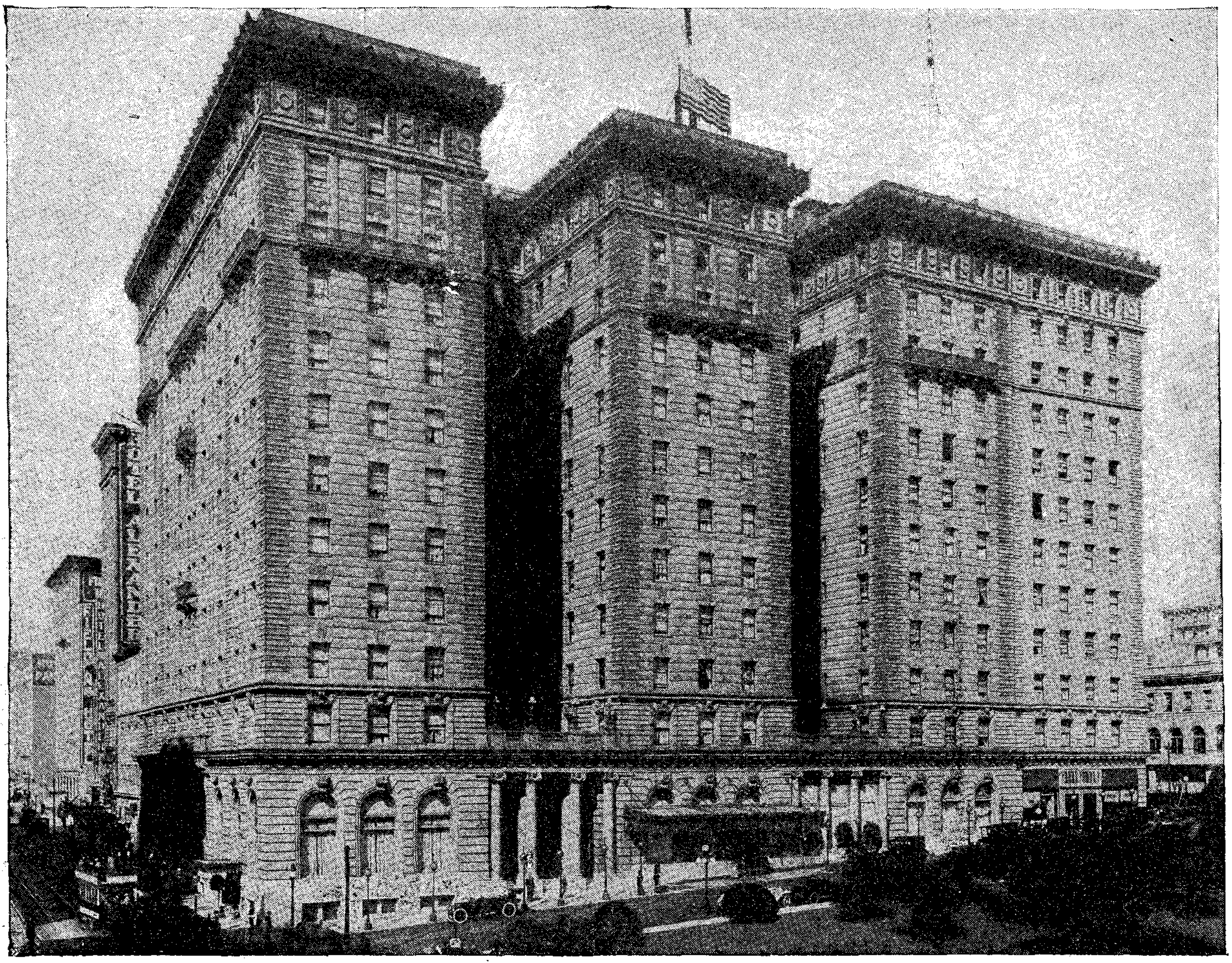
AND likely to stay so, thinks Martin Seyt, who writes to *Chemical and Metallurgical Engineering* (New York) in somewhat satirical criticism of an article quoted recently in these columns from *The Public Ledger* (Philadelphia). The writer of this article, as our readers may remember, detailed a plan for repairing the crack in the old bell by a process of welding with the electric arc. Mr. Seyt starts off in fine form by calling this a "vacuous proposal" and its proponents "ubiquitous tinkers"—the adjective being an allusion to the fact—as he asserts it—that the plan has been brought forward at numerous times in the past and is now "resurrected." This "evident play for publicity on the part of some men engaged in welding" is destined to be without result, Mr. Seyt says, because metallurgists can not accurately reproduce the composition of the bell, and even if they could the proposed process would not suffice to close the crack. He writes:

"Was it Berzelius or was it Stas who was able to obtain the chemical formula for a minute fragment of an unknown mineral? But they are dead. Hence the use of the 'board'—ouija board probably is meant. For these expert 'metallurgists' would undoubtedly need advice as to how to perform the analysis, being unused to the routine of such work themselves, and unhappily not being able to rely upon Ramsay, that most genial experimenter. But before getting started it would doubtless occur to some of the experts (other than welding experts) who might have sampled a gold-mine somewhere that the bell was cast some years before the advent of large melting furnaces, and is the product of at least two dozen crucibles, and each portion had been remelted twice by amateurs, with attendant doctoring! You will agree with me, Mr. Editor, that the alchemist would indeed be needed to reproduce the 'identical metal.' . . . . . .

"Fortunately others than progressive welders are to be consulted before 'the invalid bell, with its supposedly fatal wound, shall be summoned into the electric clinic—or left to its fate'! Would not any fate, Mr. Editor, be as good as the electric chair?

"I will not impose on your good nature by pointing out in detail what is probably well known to all interested persons except newspaper writers—who evidently do not need to know—that no attempt is made to get an electrode of the same chemical composition as the metal to be welded; that the deposit is changed considerably from its original analysis by the intense temperature; that sound fusion welds can not be made in bronzes such as bell metal, because the low-melting beta or gamma constituent boils out of the pasty alpha matrix, leaving a veritable honeycomb, and that closed structures of any sort are particularly hard to weld, because upon cooling shrinkage strains are almost sure to reopen the defect.

"But for the information of any American who wishes the Old Bell to be preserved against the ravages of time and electrical experimenters it may be confidently stated that the old crack which destroyed the bell's somewhat raucous voice, but



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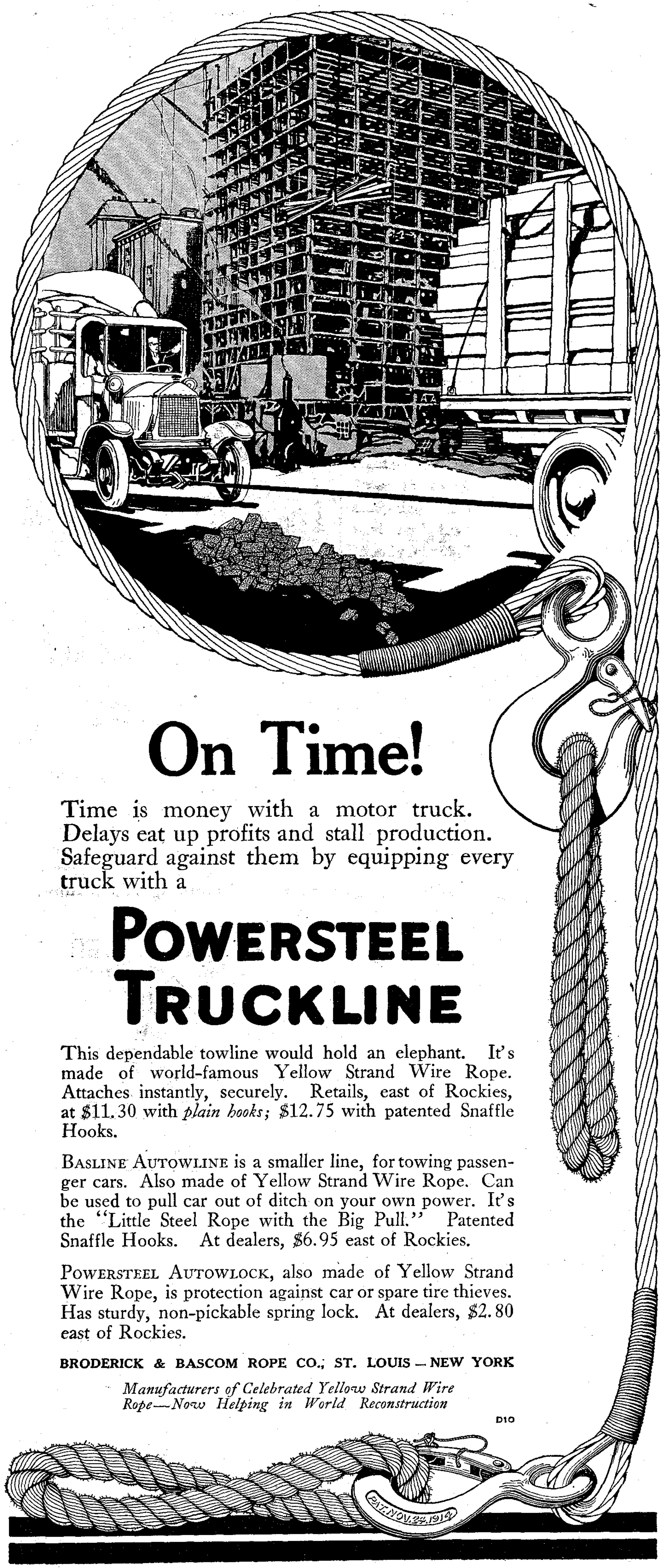

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SCIENCE AND INVENTION

Continued

thereby canonized it, as well as the new crack discovered about ten years ago, is probably due to the relief of casting or cooling strains, existing in all such pieces and mitigated ordinarily by careful annealing. Further extension of these defects has been prevented by the late J. Sellers Bancroft, who constructed a concealed spider whose fingers clasp the rim of the bell and are drawn to a central rod by turnbuckles, the whole contrivance being so arranged as to throw compression into that portion of the casting which had split under tensile stresses."

LOGGING TEAK IN BURMA

MOST people have read in Kipling's verse about "Elephants a-pilin' teak," so that they can not be considered altogether uninformed about methods of handling this wood. Why teak is hauled and piled by draft animals and floated down streams, instead of being taken out of the forests on logging-railways, is told by C. Gilbert Rogers, director of forest studies in America to the Government of India, in a recent address before the Southern Appalachian Logging Congress. Our quotations are from a report in *The Hardwood Record* (Chicago), which gives a good idea of the unique and primitive methods employed. Said Mr. Rogers:

"In Burma the only species which is exported in any quantity at present is teak (*Tectona grandis*). The principal reasons for this are, one, its intrinsic value, and, two, the fact that when dry it will float. The removal of the very many extremely good refractory hardwoods of Burma, on account of their being heavier than water, is confined to a comparatively short distance from the locality where they are found because they can only be sent out by 'floating' streams.

"A 'floating' stream in Burma is a very different thing from what is understood by a floating stream in America. In Burma any stream which for a few hours at a time contains sufficient water to move a log for a few hundred feet is considered a floating stream. The stream is considered to be a good floating stream when it will allow floating two or three times a year.

"In this connection it may be mentioned that the timber-operating firms do not pay the Government any stumpage on the timber removed by them until it reaches a stream down which it can be rafted, and also that the Government bears all losses on the way from the stump to the rafting stream. Once the logs have reached a rafting stream they can be brought to the market, where they are converted and sold in from two to three months.

"The country from which teak is removed varies very much. Generally the teak-trees grow on low hills (up to three thousand feet in height) in very broken country, which is similar to the most difficult portions of the Appalachians that I have seen. The ground in places is very rocky, and waterfalls, varying in height from a few to as much as two hundred to three hundred feet, have to be negotiated. As a rule the soil is of a sandy nature, and often of an extremely friable nature, which does not make removal easier.

"The distance logs have to be hauled from the stump to the nearest floating stream varies very greatly and may be as much as twenty miles. Practically speaking, no mechanical means of removal are used. Tramways (two-foot gage) are beginning to be used by the more enterprising of the European firms. The logs are dragged by elephants, buffaloes, or bullocks to the nearest floating stream. It may be asked why logging railways have not been used, and the answer is that the volume of timber to the acre removed, under the present method of working the forests, does not justify it. Teak grows in a mixed forest of bamboo as an 'underwood' and in a number of less valuable species than the *Tectona grandis*, for which there is at present a very limited demand. The firms removing teak will not remove other species associated with it.

"The Government, on the other hand, will not allow the teak to be entirely cut out, and only allows the removal of the trees marked for removal by its own officers. The consequence of the above-mentioned combination of circumstances is that the average volume of timber to be removed does not exceed four thousand board-feet (six tons) per square mile.

"This statement does not give an accurate idea of the density of the stand of teak, because it is not uniformly distributed through the forest. It is found in patches, but even in these patches, run to more than eighteen thousand board-feet (thirty tons of fifty cubic feet solid to the acre). This being the case, it is quite clear that until the existing methods of removing teak are modified, which is under consideration, or a demand for this species springs up much larger than at present, comparatively little will be logged.

"None of the mechanical appliances used in America can be introduced in India with any degree of success. In India elephants are used on steep hillsides and broken country or when very heavy logs have to be moved; that is, logs averaging one thousand board-feet or over. The best dragging elephants can drag logs averaging one thousand five hundred board-feet, or two and one-half tons. Logs averaging as much as two thousand five hundred board-feet can be dragged by using a team of elephants. A dragging elephant is expected to drag a log averaging one thousand board-feet a distance of from one and one-half to two miles a day, according to the nature of the ground. On an average an elephant is expected to haul logs averaging one hundred thousand board-feet a year.

"Elephants are also largely used for working logs down the beds of streams when there is not enough water for the logs to float of their own accord, and for breaking up jams of logs which often form in the beds of floating streams. On ground where carts can be used they are extensively employed for the removal of logs. Light two-wheeled carts are used, and the Burmans are extremely clever about balancing heavy weights on two-wheeled carts. It is not uncommon to see logs averaging one thousand board-feet being brought out on a two-wheeled cart drawn by a pair of buffaloes or an elephant."

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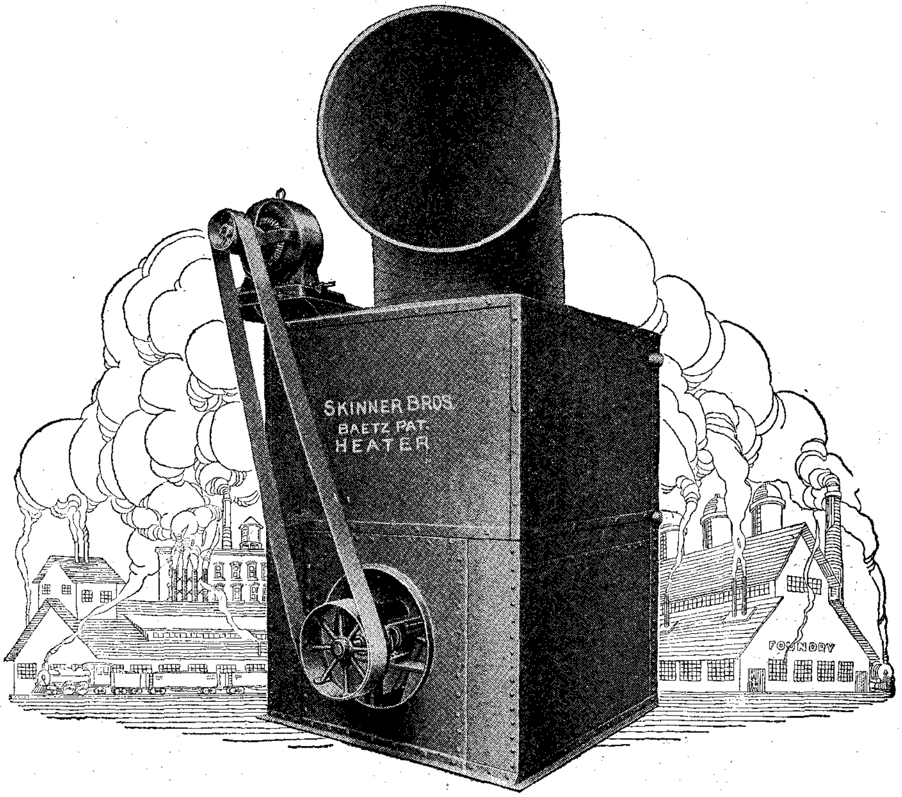
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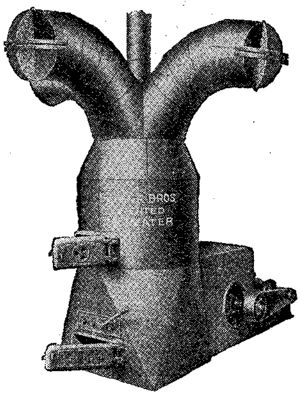

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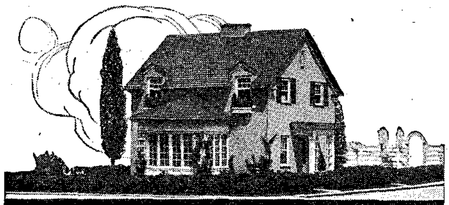

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INVESTMENTS ▾ AND ▾ FINANCE

THE OUTLOOK FOR THE AUTOMOBILE INDUSTRY

THERE has been of late considerable pessimistic talk about the motor business. One hears that it is overdeveloped, that the saturation-point will soon be reached, that factories are operating at less than capacity, and that there may be a slump in prices. This talk has been reflected in the stock-market, where motor stocks last month were off about forty per cent. from the high prices of the year. Yet both business and financial authorities take occasion to point out the essential soundness of the motor industry and to contradict pessimistic prophecies. *Moody's Investors Service,* for instance, has been analyzing the situation from both industrial and investment standpoints. Mr. Moody concludes that current pessimism is unjustified and that instead of a slump in the market for cars and trucks the worst that is likely to happen is a stabilization of the output at the existing high level. He also offers an explanation of the decline in motor-company securities. The Boston *News Bureau* has been making a careful study of the automobile situation. Late last month it asked a number of representative automobile-manufacturers for their opinion of conditions. All in all, says the Boston daily, the replies "indicate considerable confidence in the future and for the most part reveal a distinct betterment in sales in the past thirty days." For instance, the Winton Company, of Cleveland, looks "for no lowering of car prices," and thinks "the present tendency is toward improved business." The Velie Motor Corporation, of Moline, Ill., expects "no decline in the prices of good automobiles." The Liberty Motor Car Company, of Detroit, says: "Our orders are coming in from all parts of the country, which indicates general continued interest in and sale of cars. We look for increased sales and are getting slowly increasing orders now." From its own investigations, the Hupp Motor Company, of Detroit, is led to the conclusion that "companies with established reputation for quality production, if properly financed, will have no difficulties in maintaining production and volume of sales at profitable prices." Similarly the Reo Motor Company at Lansing, Mich., observes: "The stable conservative builders who have resisted the temptation to lower quality in an effort to secure great production and who have played fair with the public in the matter of price and service find themselves to-day with more orders on their books than they can possibly fill." And as far as the Reo-Company is concerned, it finds "that after a slump in the farming States during the late spring, due to bad weather, which is not past, the demand for cars and trucks of our make is apparently as far beyond our ability to supply as it was a year ago." The firm of Nordyke & Marmon, of Indianapolis, is quoted as follows in *The News Bureau:*

> We see nothing wrong with the automobile business in general except that, being such a big industry, interferences such as poor transportation and tight money have caused the eyes of the country to be centered on it. These causes all contributed to a slowing up of sales in the month of July, but except for a few unimportant localities we now see very general improvement in both actual orders and likely prospects, with much optimism express from certain important localities, and we feel confident the situation will improve steadily after this month, which is generally a slow month for automobile sales.

Mr. Moody has made a very careful analysis of the motor-car situation. His conclusion is that current opinion is "almost as much too pessimistic now as it was too optimistic around the beginning of the year." He makes eleven main points embodying his conclusions:

> 1. The available evidence, altho admittedly not conclusive, indicates that the motor companies so recently as June were operating at about eighty per cent. of capacity and at about eighty-nine per cent. of last year's output.
>
> 2. Besides this, car and truck prices have advanced enough to be a partial offset to the reduced operations so far as net earnings are concerned. The present average manufacturer's price for all such vehicles produced in the United States is estimated at $882, as compared with $805 last year and $605 in 1917. It was in 1917 that the lowest record was established.
>
> 3. A large and new field for motor companies which has been nowhere nearly developed yet is the tractor and truck business. Truck transportation is bound to be stimulated by the high and rising railroad freight-rates and by the good-roads movement. The number of trucks produced in this country has grown by leaps and bounds from 3,255 in 1909 to 316,364 in 1919, and probably even the latter figure will soon be eclipsed.
>
> 4. On the other hand, the average life of motor-cars is a great deal longer than has been generally supposed. Upon this point, owing to the newness of the automobile habit, the facts are only gradually coming to light. Yet it is already plain that the decrease in the annual average age mileage per car is almost offsetting the fall in the durability of the cars produced—so that the life of the typical car, measured in years, is not declining very much. Indeed, during the past seven years the number of cars scrapped has been equivalent to only about 8.6 per cent. each year of the average number in service.
>
> 5. The number of cars and trucks now in service in the United States is approximately 7,990,000, as compared with the actual of 7,523,664 December 31. Of the number now in service, probably about 950,000 are trucks and 900,000 more are passenger-cars devoted to commercial uses.
>
> 6. Past experience has shown that in

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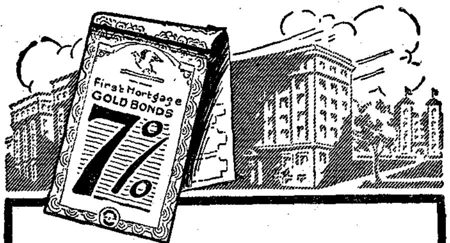

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INVESTMENTS AND FINANCE
Continued

years of business depression or of reduced purchasing power, the public practically ceases to scrap old cars, and instead keeps them in service. Thus the scrapping in 1914 was only 3 per cent. of the number in service, against 14.4 per cent. the previous year, while in 1918 it was only about 2,218 vehicles, against 650,000 the previous year. If the present general business depression continues, the cessation of the scrapping of old vehicles may be expected during the forthcoming year to reduce the market for new ones by 400,000 to 500,000 cars and trucks.

7. Furthermore, the saturation-point, altho greatly underestimated in the past, is already becoming a factor in the motor-manufacturing business. The total number of motor vehicles which the American people can absorb is larger than supposed a few years ago, owing to the great decrease in the size and cost of the typical vehicle, to the slump in the average yearly mileage per car, to the rise in railroad freight-rates and the increase in truck transportation, and to the war-increase in wealth and spending money. Nevertheless, the domestic absorption of pleasure vehicles was only about 803,000 cars in 1919, against 903,000 in 1917 and 941,000 in 1916—all these figures being partly estimated.

8. On the other hand, the fact that there is a saturation-point, in spite of the ridicule that has been made of it, is rather a reason why motor-manufacturing plants should not be overexpanded than a reason why the present plants can not continue without limit to operate at full capacity in all times of normal prosperity.

9. The saturation-point is impossible to calculate; but rough estimates or guesses based upon wealth and traffic statistics suggest that possibly the American people are capable of absorbing and having in use under registration about 2,860,000 additional pleasure cars and 1,630,000 commercial vehicles, or nearly 5,000,000 additional in all. Such a number, together with the normal scrapping of worn-out vehicles, would insure an excellent business for the present motor-making capacity of the United States for the next five or ten years.

10. Yet in the future motor companies will need a larger amount of net working capital—larger in proportion to total sales—than in the past, because of the slump in sales in years of depression. Prior to 1918, owing to the youthful growth of the industry, motor sales were never reduced by a business depression. But in the future, whenever a depression occurs, these companies must expect deep cuts in their sales of pleasure cars, and within a few years depressions, whenever they occur, will also undoubtedly reduce sales of commercial cars. Hence, the sound motor concern must be able to carry over large stocks of both raw materials and finished goods, as have the steel and railroad equipment companies during depressions of the past.

11. It follows from the foregoing that henceforth some of the best bull points on a motor-stock will be a high ratio of net-working capital to annual sales; absence of large increases in capitalization; avoidance of heavy plant expansion; a high ratio of truck and tractor production to total output; standardization of output, avoiding frequent changes in design and multiplicity of models; and continuity of the personnel of the management.

Motor-stocks, when the Moody statement was prepared, were off about forty per cent. from the year's high prices. Conditions had been against them for these reasons, we are told:

(*a*) The banks in many parts of the country are discriminating against automobile paper issued against the sale of pleasure cars; and this discrimination, because of the present impropriety and injustice of overstraining credits for the purpose of promoting consumption of luxuries, is likely to be continued until the shortage of capital is largely removed. (*b*) We are entering upon a business depression which, in itself, must reduce automobile sales (*c*) During this depression old cars are pretty sure to be kept in service, thereby curtailing the sale of new ones. (*d*) The motor companies during the past year expanded so rapidly in all respects that the percentage of decline in their stocks is bound to be very large.

With such conditions existing, "40 per cent. is not a large decline in these stocks." They may drop lower before there is a reaction, we are told. "When the 1920 crop movement has been financed; when money begins to get easy again; when the present business depression has reached its limit; when personal incomes stop decreasing and begin to increase; after the railroad freight-car situation has been improved; and after the motor-stocks have gone down enough to discount or offset the existing adverse conditions—then they should be a purchase. Indeed, they should be a splendid purchase, for the industry is bound to have another boom in due time."

Turning to consider the manufacturing phase, this Wall Street authority presents certain interesting facts as follows:

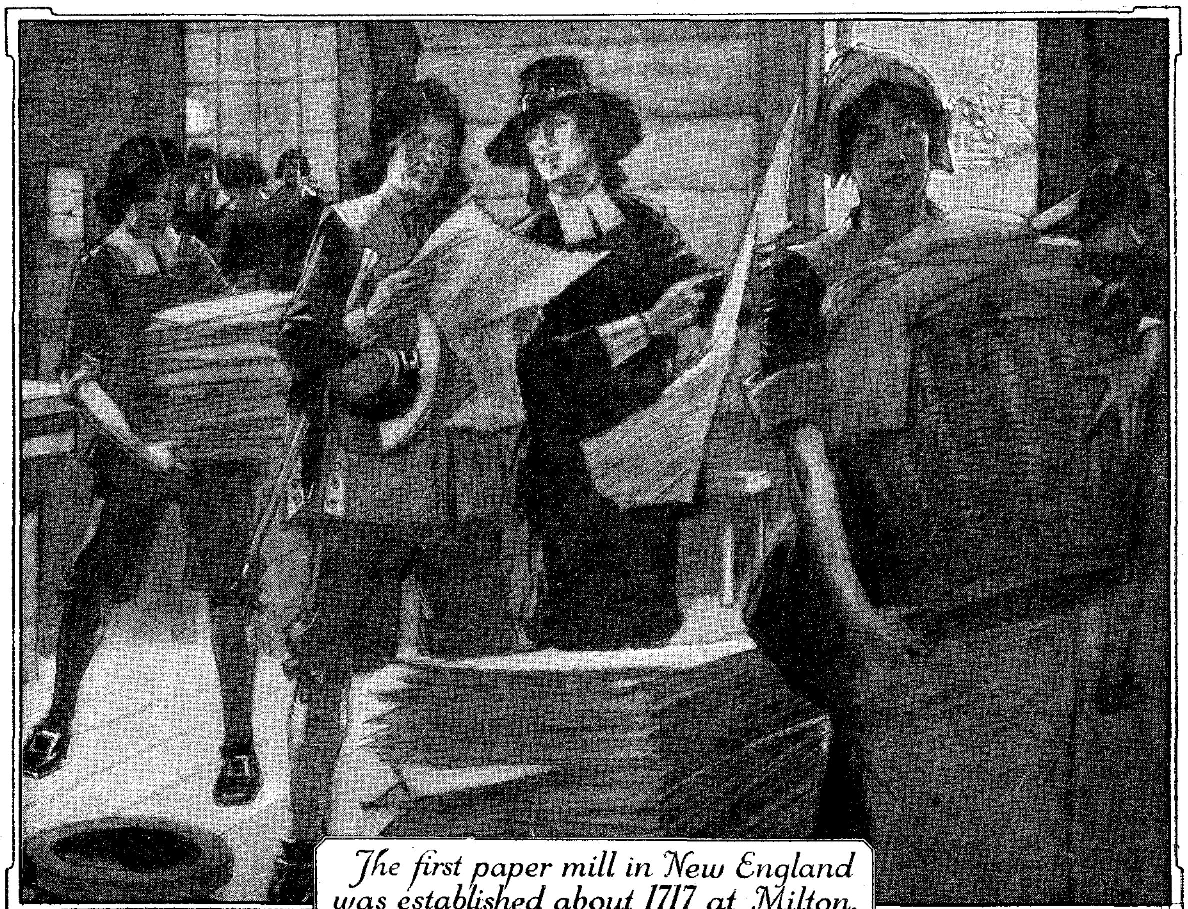
Cars in Service: The number of cars and trucks in service in the United States is pretty accurately shown as of December 31 each year by the registration figures, which are supposed to exclude duplications. The yearly production is shown by the figures of the National Automobile Chamber of Commerce, an official of which has informed us that the compilations are based upon a questionnaire sent to all the motor-producers in the United States. Exports are shown by the government statistics. From these various sources we compile the following:

Year	*Registration Dec. 31*	*Gains in Same*	*Cars and Trucks Produced*	*Same Exported*
1912........	1,009,513	....	378,261	.....
1913........	1,253,034	243,521	433,400	26,889
1914........	1,754,570	501,536	573,114	25,765
1915........	2,423,788	669,218	892,618	63,951
1916........	3,544,952	1,121,164	1,583,617	80,843
1917........	4,941,276	1,139,324	1,869,584	80,245
1918........	6,146,617	1,004,176	1,153,638	47,244
1919........	7,523,664	1,434,909	1,974,016	83,454

From these figures and production figures, it is, we are told, possible to estimate approximately how many cars are scrapped each year and what the average life of an automobile is. To quote Mr. Moody's figures and his comment on them.

Year	*Aver. Number in Use*	*Number Scrapped*	*Per Cent.*	*Manufacturer's Price*
1913.......	1,131,200	162,990	14.41	$1,024
1914.......	1,503,800	45,812	3.05	811
1915.......	2,089,100	159,449	7.63	695
1916.......	2,934,400	381,610	13.00	665
1917.......	4,243,600	650,015	15.31	605
1918.......	5,544,000	2,218	0.04	724
1919.......	6,835,100	455,663	6.67	805

These manufacturer's prices have nothing to do with the rest of the exhibit, and



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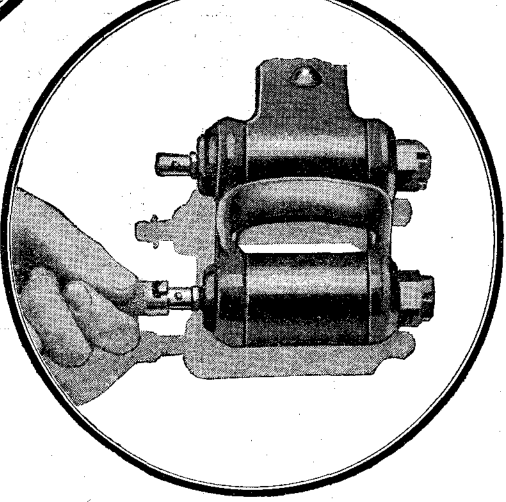

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Merely attach the bayonet coupling of the Compressor to *any one of the ball-check fittings* and apply the pressure. Note in illustration at the right, the old, grit-laden grease being forced out of shackle-bolt bearing—a fresh supply, *forced in.* 500 pounds pressure available, if necessary.

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The following Distributing Stations are in charge of Service and Retail Sales in their respective territories.

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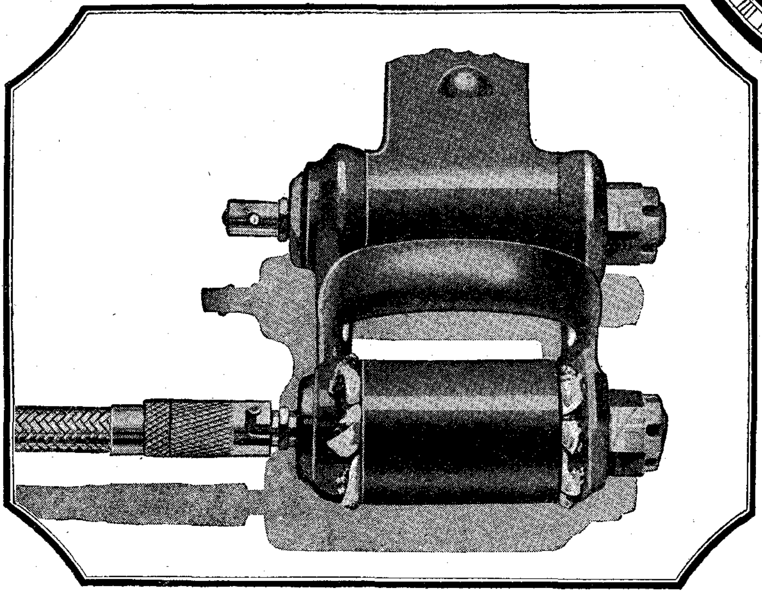

Positive Chassis Lubrication

The Bassick ALEMITE Lubricating System forever *ends* the lubricating uncertainties and annoyances of automobile drivers and owners.

By its system of ball-check fittings, elbows and extensions, every lubricating point on your car is made accessible—as easy to get at as a tire valve. By its use, in conjunction with the ALEMITE High Pressure Compressor and flexible steel tubing, all bearings of a car can be thoroughly lubricated with wear-saving grease in 15 to 25 minutes.

Any automobile owner can obtain this 100% lubricating service by putting on ALEMITE fittings and extensions in place of old-style grease or oil cups.

Over 125 leading manufacturers of automotive vehicles provide the ALEMITE System as standard equipment. If *your* car is not so equipped, see your local garage or service man. This entire system can be quickly installed on any make automobile at small cost. Once installed, your lubricating worries will be ended forever.

Write for it today and a copy of booklet, "Lubricating Facts," will come to you by return mail. Simply address nearest distributor.

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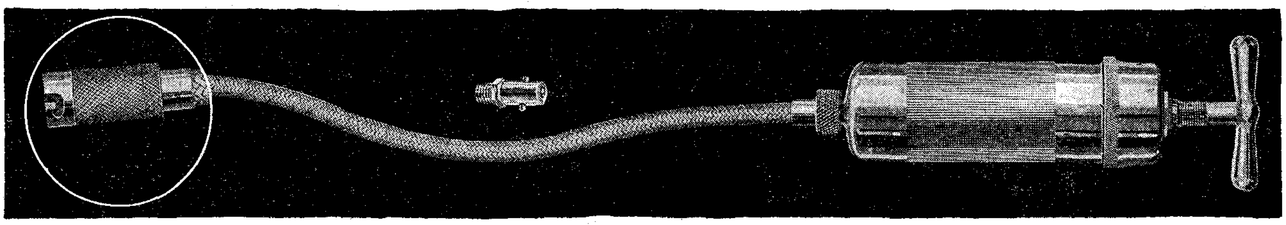

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INVESTMENTS AND FINANCE
Continued

are here given for information purposes only. The 1920 average estimated price is $882.

During these seven years there were about 1,857,747 cars and trucks scrapped, and this is equivalent to 8.58 per cent. of the average number in service. If, however, one obtains a simple average by adding up the "per cent." column, and dividing by seven, the number scrapped proves to be only 7.66 per cent. of those in service. Thus the scrapping of old cars is astonishingly small. Even at 8.58 per cent. per annum, the life of the average car would figure out eleven years and seven months.

Of course we know that the typical present-day car has no such life. Assuming, however, that the life or durability of cars has diminished in proportion to the fall in average weight, the scrapping in the future should average 11.3 per cent. per annum or thereabouts, and the life should average eight years and nine months. This figure also looks too high, but one must remember that the estimated mileage of the typical pleasure car has fallen from 6,700 miles in 1913 to about 3,500 per annum at the present time, and that this fall is almost demonstrated by the gasoline statistics.

Probably, then, an eight-year average life is now about correct. It would mean, at the present rate of driving, only about twenty-eight thousand miles per car; and this in turn would mean only fifteen thousand miles for the poorest cars, twenty-five thousand for the medium class, and forty-five thousand for the best. In view of the fact that late model Fords have been known to run as much as twenty-five thousand miles, these figures look conservative. The main point to this eight-year average life is that the business of the motor companies thus far has come almost wholly from the spread of the motor habit among our population, and hardly at all from ordinary replacements of motor cars.

Finally, we have this cheerful comment on the possibility of "saturation":

> Saturation-point: That we are moving toward the saturation-point is indicated by the decreased absorption of pleasure cars. This absorption may be estimated as follows:

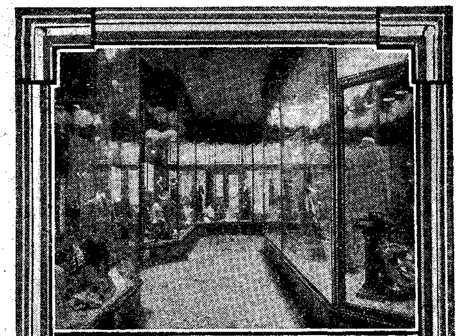
Year	*Sales Commercial*	*Increased Registration*	*Sales Pleasure Cars*
1916.	180,000	1,121,100	941,100
1917.	236,000	1,139,300	903,300
1918.	454,000	1,004,200	550,200
1919.	632,000	1,435,000	803,000

> Total sales of commercial cars are here roughly placed in the left-hand column at a number equivalent to twice our truck production; the middle column shows the actual increase in total registration, and in the right-hand column the sales of pleasure cars are estimated by deducting the commercial from the total. Of course, the estimate is crude, but it is enough to show what is going on. It is a fair inference that the motor companies are not likely to find more than six hundred and fifty thousand new users of pleasure cars during this current year; that the number of absolutely new and additional automobile-owners will soon be reduced to five hundred thousand per annum; and that before many years it will fall to a strictly population basis, or about one hundred and twenty-five thousand per annum.
>
> Granting that this is all true, it is not so discouraging as it looks, because even upon the basis of an average eight-year life and of this annual decrease in the number of totally new automobile customers, the normal business in 1921, for example, would consist of 1,100,000 new cars and trucks to replace machines scrapped, plus 150,000 additional commercial cars and trucks, plus 600,000 new pleasure-car customers. This would mean 1,850,000 machines in all, not counting exports, or about 1,935,000, including exports. In brief, the indications point, not to a slump in the grand total market for cars and trucks, but rather to a stabilization of the output at approximately the top level thus far reached.

IS PROFIT-SHARING FAIR TO THE PUBLIC?

THE only profit-sharing plan that is economically sound and fair, observes *The American Contractor* (Chicago, August 7), commenting on the Harvester Trust bonus, is sharing with the general public through price reductions. The Harvester Trust plan, it will be remembered, is to divide profits over and above an allowance for a seven per cent. dividend to stockholders, on the basis of 60 per cent. to the workers and 40 per cent. to the owners of the concern. While the press generally praise this action, as was noted in our columns recently, *The American Contractor* can not convince itself that it is prudent, and the editor declares himself sure that "it is not sound economics." He argues as follows, reaching the conclusion already noted:

> It is well to observe here that organized labor does not urge division of profits, it is opposed to annual bonuses and insists only on a fair wage. The union, of course, proposes to define "a fair wage."
>
> The Harvester Company may well ask itself if it is paying its labor a fair wage. Is it paying in wages a sum which represents the production value of the laborer's effort? If it is not, obviously the sound policy is to increase wages. If it is paying a fair wage—if, in other words, the laborer is being paid for all that he produces and is given the full social value of his efforts, then why present him with a share of the profits?
>
> The Harvester Company may well ask itself another question. Are the owners receiving a fair wage on their investment? Is a 7 per cent. dividend a fair compensation for the investment in an industrial concern of this character? If it is not, then the dividend rate should be increased just as the wage of labor should be increased if it does not represent the production value of the laborer's effort. But if 7 per cent. is a fair compensation for the investors in the Harvester concern, then why hand the owners a share of the profits at the end of the year?
>
> The point is right here: when every one who contributes to production is fairly and honestly paid they have no just claim to any additional compensation, and the obvious conclusion, when there are profits in excess of these fair wages for every one, is that too much is being taken from the public.
>
> Labor does not ask for a share of the profits, but it is about time that some of these large concerns think of sharing the profits with the public, and this profit-sharing on the part of the public naturally would be brought about through a reduction in the price of the product.



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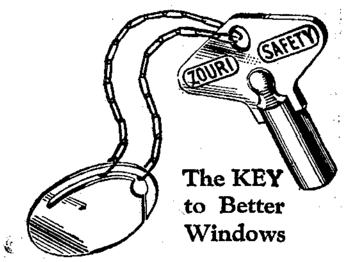
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Whether you are on a business or a pleasure trip you cannot go astray with our service.

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Los Angeles Montreal Toronto

Why should the Harvester Company, or any other company, charge prices for their products which will produce revenues from which can be paid a fair wage to labor, a fair wage to investors, and have remaining thousands and thousands of dollars in so-called profits?

Here is a news item taken from a Chicago paper of August 3:

"Employees of the Alexander Smith & Sons Carpet Company are to receive $355,000 in bonuses, it was announced to-day. This sum is their share in the prosperity of the concern for the last six months. It brings the total amount distributed to workers to $2,500,000."

Doubtless this concern will insist that it has, during these years, paid labor a fair wage, and we can be reasonably certain that the dividends to the investors and owners in the concern were quite satisfactory. Then, after every one contributing to production has been paid all he earned, there is $2,500,000 to hand to the workers. The current prices of rugs and carpets may suggest to you how this is possible.

Profits of this kind should be distributed to the public, and the distribution should be made in price reductions.

The fact that the Harvester Company splits abnormal profits sixty-forty with labor doesn't help the farmer who is paying that abnormal profit when he buys a binder, and now that we know a carpet company has subsidized labor with two and one-half millions we feel a little peevish when we reflect on the twenty-five dollar rug for which we paid fifty-eight dollars.

The only profit-sharing plan that is economically sound, assuming that all producers are paid the full value of their efforts, is profit-sharing with the general public through price reductions.

WHO WANTS THE STEEL?

ALTHO there has been since the armistice "no well-rounded-out demand for steel"—comparable, for instance, with the war-time need for munitions—there has nevertheless "been a very large production measured by prewar standards," *The Iron Age* (New York) notes. It is therefore an interesting question, continues this organ of the steel industry, "what has become of the steel, or, in other words, has furnished the demand?" The editor looks for an answer to the question:

> The period from the date of the armistice to the end of 1918 may well be ignored. From January 1, 1919, to July 1, 1920, a year and a half, the production of steel ingots has been about 54,000,000 gross tons. Taking the production of finished steel at its usual proportion to ingots, deducting an allowance for exports, and making allowance also for steel that had been made prior to July 1, but had not been shipped from mill on account of transportation difficulties, it appears that about 33,000,000 gross tons of finished rolled steel was actually shipped to domestic consumers in the eighteen months, this being at the rate of 22,000,000 gross tons a year.
>
> In 1912 and 1913, easily the two best tonnage years before the war and about equal in tonnage, the corresponding ship-

ments of finished rolled steel to consumers were a trifle under 21,000,000 tons a year. As there was a little slackness in the early part of 1912 and also in the last few months of 1913, it may be taken that during the major portion of the two years the deliveries to domestic consumers were approximately the same as the average has been during 1919 and the first half of 1920.

Yet the circumstances have been altogether different. Just before the war there was fairly heavy railroad consumption, while in the recent period there has been very little. Before the war there was much construction work, involving large bridges, buildings, and similar undertakings, while the common view is that since the armistice there has been relatively little of this.

In many respects there has been what is regarded as a light consumption of steel, a deficiency from what men are now disposed to regard as "normal," and yet the total consumption has equaled the best prewar record.

A good bit has been said about the "automobile demand" for steel. As a "demand" that factor has been prominent, for indeed the buying of automobile steel early this year was so conducted as to exert a decidedly noticeable effect upon the market; but the case as to tonnage is totally different. The production in 1919 was reported at 1,586,787 passenger automobiles and 305,142 motor-trucks. The prediction for this year was 2,225,000 passenger-cars and 400,000 to 425,000 trucks, figures that probably will not be realized. No one can possibly compute from them that the automobile industry has absorbed nearly as much as 3,300,000 gross tons of finished rolled steel, in a period when the deliveries were 33,000,000 tons. *Per contra,* the decline in automobile-building activity can not make much of a hole in steel demand. The decrease from the recent peak to the lowest conceivable rate of automobile building can hardly mean a difference of more than a million gross tons a year of finished rolled steel, and the productive capacity is about 40,000,000 tons.

The ship-building industry, of course, has been consuming a large amount of steel, when just before the war it was consuming hardly any, but the ship-building industry scarcely can vie with the rate at which the railroads used to consume steel.

The petroleum industry, it is true, has been an unusually heavy consumer of steel products, but in one respect, that of line pipe, the demand of late has not measured up to that existing before the war, when in addition there was much laying of gas lines.

A good deal of the demand for steel seems to be made by the small uses, the ones that can not be itemized. The markets in their details show this. There is more demand for small spikes than for standard railroad spikes, more demand for wire products than for beams, more demand for sheets than for plates, and more demand for small sizes of merchant bars than for large sizes. When there is larger buying of railroad material and of steel for large construction work this will merely be an addition to the miscellaneous demand that has obtained in the past year and a half.

POLAND'S STATE BANK—In revived Poland, struggling for independent existence, banking facilities center in a national bank at Warsaw with numerous branches. The New York *Commercial and Financial Chronicle* quotes the following particulars

Your Signature Is Good Around the World on American Express Travelers Cheques

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Did your steam radiators leak, knock and gurgle last winter? Were they half-hot? Did you have to force the steam pressure up to five or six pounds to get things warmed up?

If you can say one "Yes", you will welcome an easy way to overcome such troubles—whether they have been in a home, apartment, office, store or factory—for, above all, you want heating comfort.

Such troubles are due to chronic clogging-up of the heating system. The air and water (condensed steam) interfere with the circulation of the steam. Remove these trouble-makers through a separate pipe, and you get perfect heating comfort—more hours of comfort per ton of coal. And this is exactly what is accomplished by

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This Service is based upon the Dunham Radiator Trap—a small device connected to each radiator, and from which a small pipe leads to the cellar or boiler room. Without letting an ounce of steam escape, the Dunham Trap automatically removes the trouble-making air and water. The steam then circulates freely at *low* pressure; radiators quietly get hot all over; you have all the heat you want, when you want it.

It will repay you many, many times to have your present steam heating system "Dunhamized". Tell us exactly what kind of a building you have, or intend to build, and we will make our recommendations accordingly. Do this now—before winter gets closer.

DUNHAM SERVICE *co-operates closely with the architect, contractor and heating engineer. In towns of 10,000 population and less it serves through the local Dunham Service Station with Service that takes care of you long after the job is completed.*

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INVESTMENTS AND FINANCE
Continued

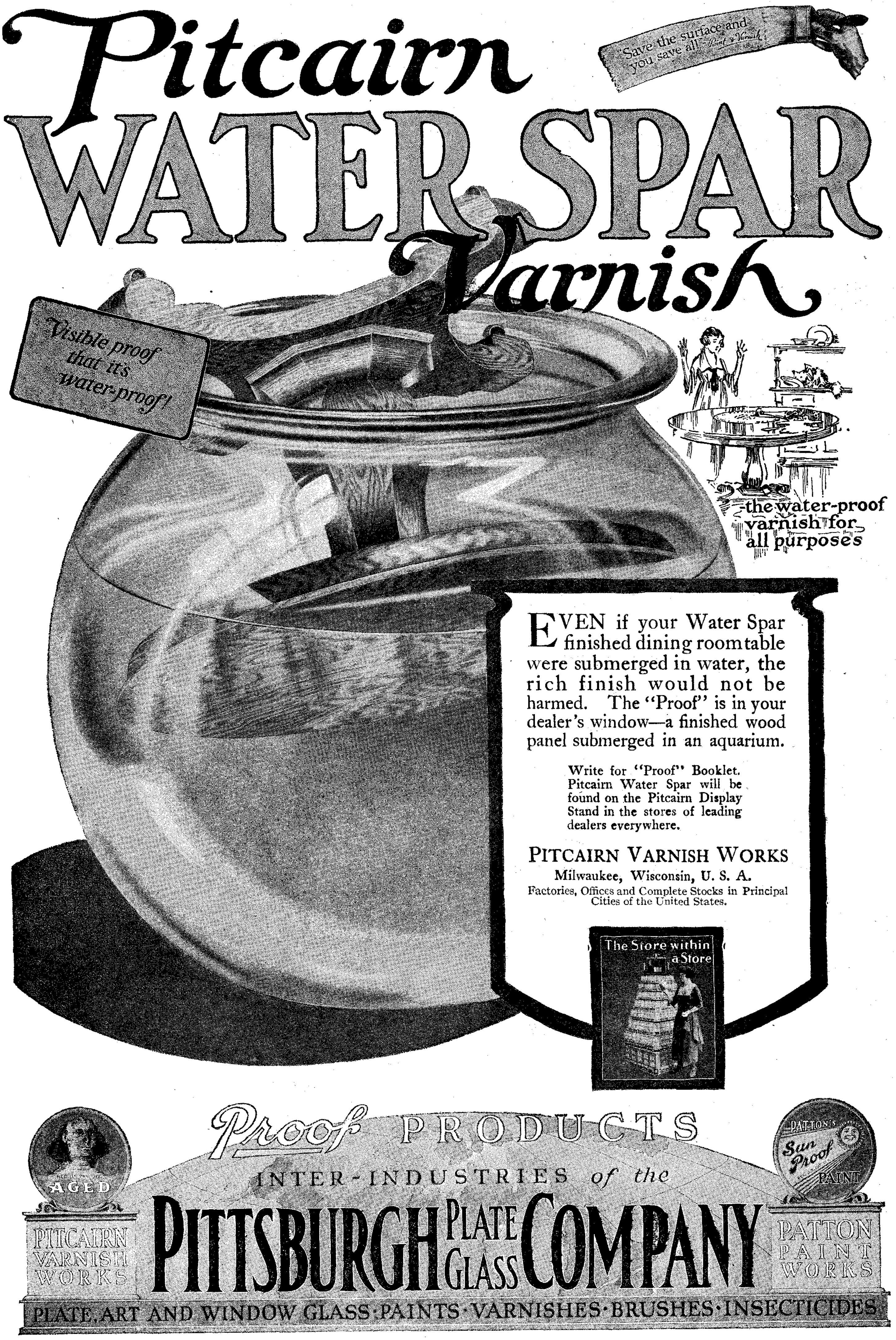
reported by United States Trade Commissioner Van Norman in *Commerce Reports:*

> The Polska Krajowa Kasa Pozyczkowa is the national bank of Poland. It is not under the direction of the Minister of Finance, but is a separate Government bureau, altho the Minister of Finance appoints the director. It has all the departments and performs all the functions of a banking business, besides being invested with the duty of issuing the paper currency of the country. It has forty branches in different cities, and a personnel of between three thousand and four thousand, of which about one thousand are in the Warsaw central bank.
>
> The bank has some fifty or sixty persons working during the day in the section handling remittances from the United States, and a force almost equal in number working at night. The bank directors are anxious to purchase from American concerns adding and other calculating machines operated by electricity.
>
> The Polska Kasa Oszczednosci (Polish Postal-Savings Bank) is being organized for the purpose of handling foreign remittances, and is expected to be more efficient than the Krajowa Kasa Pozyczkowa in this regard.

WHY WE MUST HANDLE SO MUCH "TAINTED MONEY"

MANY people, according to *The American Banker* (New York, August 9), which ought to know, "have had their feelings ruffled during the last few months by the receipt of torn and unsanitary currency, either in pay envelops or through tellers' windows." The banks, it seems, "have received many complaints," but, we are told, "they are not at fault; so that once more a small public grievance must be charged to the scarcity of labor and materials." *The American Banker* comments further:

> The Washington officials believe the difficulties are only temporary, and consequently are urging the banks to make as few applications for new currency as possible.
>
> There has been doubtless a great increase in the use of paper money during the past two years. The one- and two-dollar denominations especially have had more money work to do. Under the present scale of prices a one-dollar bill or even a two-dollar bill is demanded where formerly the subsidiary silver coins could be used in payment.
>
> The paper money has had a further burden placed upon it by the high market price of silver. There was a period during the winter and spring when the silver in the silver dollar was worth more commercially than in its monetary use. The result was that silver dollars, if not actually melted down into bullion, were withheld from circulation by the bullion dealers and jewelers.
>
> The recent depreciation of silver has put an end to this practise. Silver dollars are again finding their way into monetary channels. On account of their weight the public is prejudiced against them, and it is almost impossible to keep them in circulation except in the rural communities.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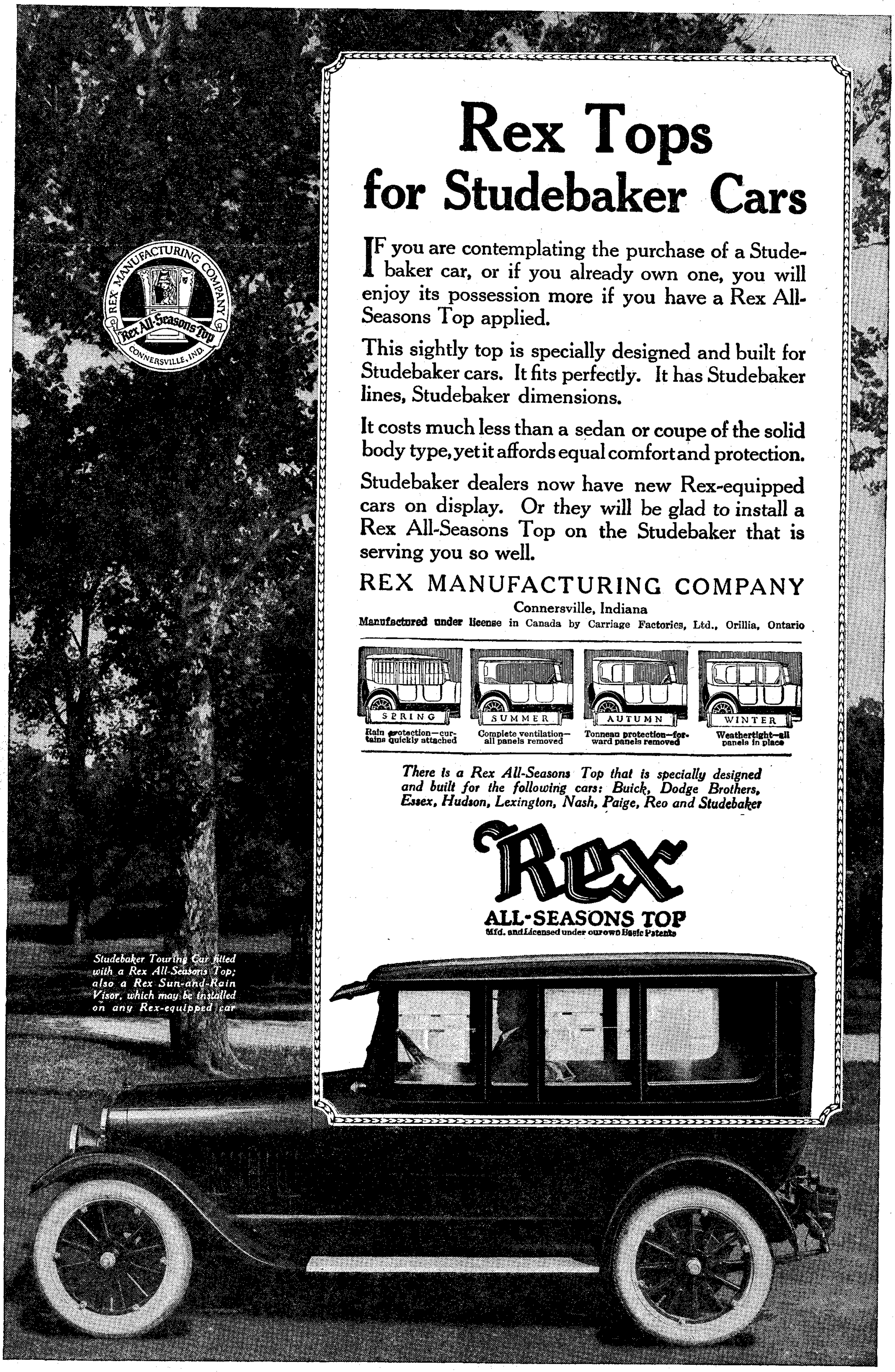

Rex Tops for Studebaker Cars

IF you are contemplating the purchase of a Studebaker car, or if you already own one, you will enjoy its possession more if you have a Rex All-Seasons Top applied.

This sightly top is specially designed and built for Studebaker cars. It fits perfectly. It has Studebaker lines, Studebaker dimensions.

It costs much less than a sedan or coupe of the solid body type, yet it affords equal comfort and protection.

Studebaker dealers now have new Rex-equipped cars on display. Or they will be glad to install a Rex All-Seasons Top on the Studebaker that is serving you so well.

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Studebaker Touring Car fitted with a Rex All-Seasons Top; also a Rex Sun-and-Rain Visor, which may be installed on any Rex-equipped car

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CURRENT ◆ EVENTS

AFFAIRS IN RUSSIA AND POLAND

August 25.—The Polish armistice delegates express dissatisfaction with the Bolshevik terms, which make reference to the boundary proposed by Earl Curzon, on the ground that this boundary would, in effect, be the same as a third partition of Poland. The Russian Soviet Foreign Minister in a message to London says that if the Poles insist on the withdrawal of this part of the Russian proposal, as well as other points contained therein, an immediate rupture of the Russo-Polish peace negotiations at Minsk will result.

According to advices received in Paris, the destruction of the Bolshevik armies may now be considered complete. Only 30,000 fugitives are said to remain of the force that swept down on Warsaw. The Poles have taken 80,000 prisoners and great quantities of guns and material.

August 26.—The Russian Soviet Government replies to the note of Arthur J. Balfour, Lord President of the Council, regarding the Soviet peace terms to Poland. It agrees to withdraw the condition that the Poles provide arms for a workmen's militia of 200,000 men in Poland, stating that in withdrawing this condition the Bolsheviki are subordinating everything else to their paramount desire to secure peace throughout the world.

Official quarters in Berlin are gravely concerned over conditions on the East Prussian frontier along the line of the Russian retreat. It is estimated that 60,000 Russian Soviet soldiers have entered Germany, where they have surrendered their arms and have proceeded to beg food and shelter.

A message from Warsaw says Bolshevik forces released from the Finnish frontier are rushed toward Grodno in an endeavor to head off the Polish advance, and if possible to rescue thousands of the "Red" army hemmed in by the Poles.

August 27.—The French Foreign Minister announces that France has advised Poland to attain the best strategical military position possible until peace is signed, regardless of her ethnographical frontier, because the military situation will influence the peace terms.

Radio reports from Moscow say that the disaster met by the "Red" army on the Polish front has created the utmost consternation in Soviet Government circles. A proclamation has been issued by Premier Lenine ordering a general mobilization of all Russians. The Bolshevik newspapers attribute the "Red" defeat to a conspiracy on the part of Czarist generals.

Advices from Petrograd reaching Copenhagen state that conditions in the Russian capital are becoming critical and that the fall of the Soviet Government appears imminent.

Paris receives information that dissension is said to have broken out in the ranks of the army under General Wrangel, the anti-Bolshevik leader in South Russia. The same trouble which brought about the downfall of Admiral Kolchak now seems to threaten Wrangel.

August 28.—It is reported from reliable sources that peasants have overthrown the Soviets in western Siberia. Isolated peasant uprisings which had been in progress since spring appear to have culminated in a general insurrection.

August 29.—The Russian Bolsheviki will call an army of 5,000,000 trained reservists to aid their retreating armies, unless the Polish delegates at Minsk accept the Bolshevik peace terms, according to statements in Soviet newspapers. It is further asserted that the resistance of the Bolshevik armies is stiffening and that already a fierce counter-offensive has been launched.

August 30.—Russian Soviet forces engaged in a counter-offensive against the Poles near Brest-Litovsk are meeting with success, according to a wireless from Moscow. An official communication from Warsaw says the fighting in Galicia has taken a favorable turn for the Poles.

August 31.—Advices from Constantinople say that General Wrangel's forces are reported to be falling back throughout the region north of the Crimea.

General Wrangel is reported to have proposed the formation of an alliance with General Petlura, the Ukrainian leader. Wrangel is said to have exprest his readiness to recognize the independence of the Ukraine.

Continued Polish successes are reported from various parts of the battle-front, according to London advices. It is planned shortly to resume peace negotiations between Polish and Russian Soviet delegates at Riga, according to a wireless message from Minsk.

It is estimated that 70,000 Bolsheviki crossed the frontier into Prussia to escape the Poles. It is said that many of them are tired of Bolshevism and ready to renounce it.

FOREIGN

August 25.—A report from London says 30,000 Irish sympathizers surround Brixton Prison, demonstrating in favor of the release of Lord Mayor McSweney, of Cork, reported close to death on the fourteenth day of his hunger strike.

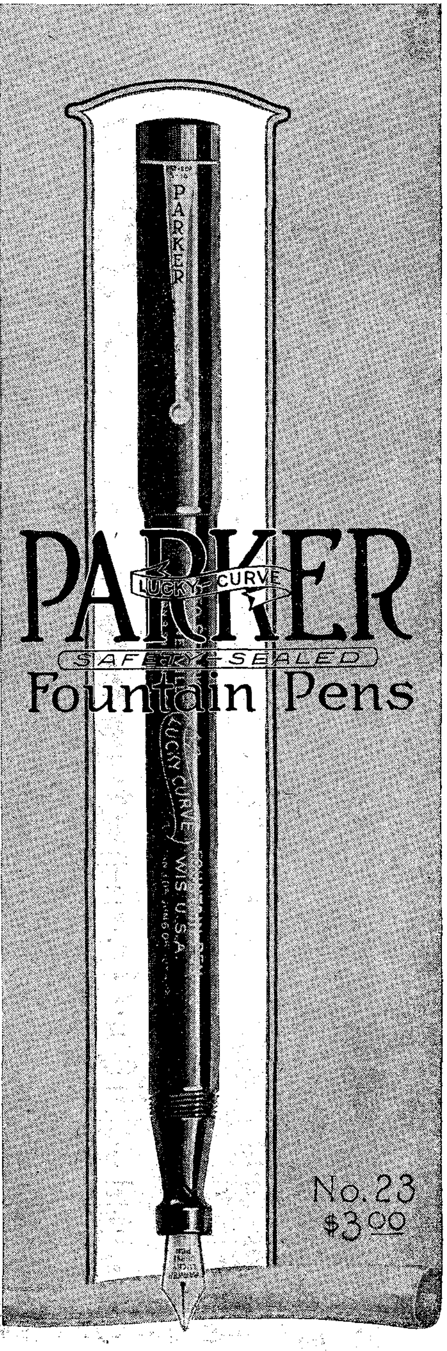
President Ebert, of Germany, issues a proclamation asking all the political parties to submit to disarmament and stating that severe penalties would be inflicted in case of failure to comply.

The sending of an American gun-boat to Honduras to protect American interests, if necessary, reveals that officials in Washington have been watching with growing concern revolutionary movements in process of development in several Central-American countries. Outbreaks are expected in Honduras and Guatemala.

A Tokyo dispatch says the "Association for the Study of Foreign Policy" in that city decides to hold a mass-meeting and appeal to the public on account of the anti-Japanese agitation on the Pacific coast of the United States. Members of the association say that the relations between Japan and the United States are growing worse over China and Siberia.

Order has been reestablished in Kattowitz, Upper Silesia, where there were clashes between rival factions recently.

A sweeping Communist victory has taken place in the Serbian municipal elections, says a report from Belgrade. The Communists elected a Burgomaster and 30 out of 40 Councillors.



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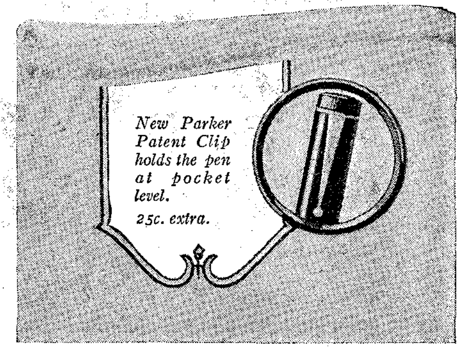
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(All construction fully covered by U. S. Patents)
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CURRENT EVENTS
Continued

August 26.—Munitions and hydroairplanes valued at nearly $2,000,000, recently confiscated by the Entente Commission in Germany, are destroyed by German workmen, many of whom are Communists, says a London dispatch.

August 27.—A Paris report says that the Danish, Swedish, and Norwegian Premiers decide to meet in Copenhagen to determine the attitude of their respective countries toward the League of Nations and to discuss the policy which they intend to follow toward Russia.

The Turkish Cabinet decides that the Sultan must personally lead Turkish troops against the Turkish Nationalists in Anatolia, to prevent dissolution of the empire.

It is reported from Tokyo that Japan plans to send an unofficial commissioner to the United States to facilitate mutual understanding and improving the relations between Japan and the United States by delivery of public lectures and other appropriate means.

A report from Mexico City says that Augustine Preve, who recently declared war on the whole world, except Russia, has been captured at Campeche and is being held for trial on charges of rebellion.

The Mexican Embassy at Washington issues an official statement promising equitable settlement of all claims against the Mexican Government and assurances that in the future protection will be afforded all foreigners who enter Mexico.

August 28.—Unusual activity of the Communists is reported from Germany. A proclamation is issued by the German Communist party calling upon all of the German workers to rally to the support of Russia and declare a blockade on Poland.

Reports from Mesopotamia indicate a spread of anarchistic rebellion against the British in that country, says a London War Office report.

August 29.—The Navy crew representing the United States in the Olympic regatta in Brussels wins the world's title and sets a new world's record of six minutes and five seconds.

Eleven men are killed and many wounded in new riots at Belfast. There was also a great amount of wrecking of houses and burning of furniture.

It is reported from London that an Arab parliament has been determined upon for Mesopotamia, and also an Arab cabinet, with British advisers in charge of the administration.

Eighteen secret commandments, which Lenine required French trade-unions to subscribe to before they would be admitted to the Third Internationale, at Moscow, are made public in Paris. They provide among other things for press censorship to secure a uniform Communist policy, and an iron discipline of a quasi-military character to be imposed by a strongly centralized body.

It is reported from Mexico City that a movement is on foot in Mexico to introduce Bolshevism in that country. Workmen are called upon to unite with soldiers and bring about a dictatorship by the proletariat.

August 31.—France demands that Germany repair the French Consulate at Breslau, recently damaged by a mob, and asks 100,000 francs indemnity for losses and damages and that the persons responsible for the outbreak be punished.

Prohibition of all drinks having an alcoholic content exceeding 2.8 per cent. is recommended for Sweden in a report submitted to the Swedish Government by a committee appointed in 1911 to consider the liquor question. The committee also proposes that the question of absolute prohibition be submitted to a vote of the people and made effective if three-fifths of the electorate favor it.

Gabriele d'Annunzio, who has held possession of Fiume for nearly a year, announces the formation of a new state to be known as "the Italian regency of Quernaro," comprising the city of Fiume and several islands in the Adriatic. Its constitution is a lengthy document written in poetic style.

The sectarian warfare in Belfast reaches its highest pitch, says a report from London. Fresh troops are pouring into the city, more than a hundred armored cars are patroling the streets, and a new curfew regulation closes all places of entertainment at 9:30. It is said that never in the history of Belfast have such disorders prevailed.

POLITICAL CAMPAIGN

August 25.—Governor Cox in a speech at Pittsburgh to support his charges that a Republican campaign fund of $15,000,000 is being raised, exhibits a typewritten list purporting to show Republican campaign quotas imposed on fifty-one principal cities in twenty-seven States and aggregating $8,145,000.

August 28.—Senator Harding in a speech at Marion proposes the reconstruction of the Hague Tribunal "with teeth in it" in lieu of the League of Nations, which he holds to be beyond restoration. The nominee proposed further a conference of the ablest and most experienced minds in this country to formulate a practical League plan for the consideration of the controlling foreign Powers.

August 31.—The Governors of ten States visit nominee Harding at his home in Marion, Ohio, and assure him of their support.

DOMESTIC

August 26.—Secretary of State Colby signs the proclamation promulgating the woman suffrage resolution as the Nineteenth Amendment to the Constitution of the United States.

The Federal Reserve Board in its latest reports states that there is "an important downward tendency" in prices of all commodities, excepting food, in all parts of the country. The Board also said there had been a "pronounced checking" of speculation.

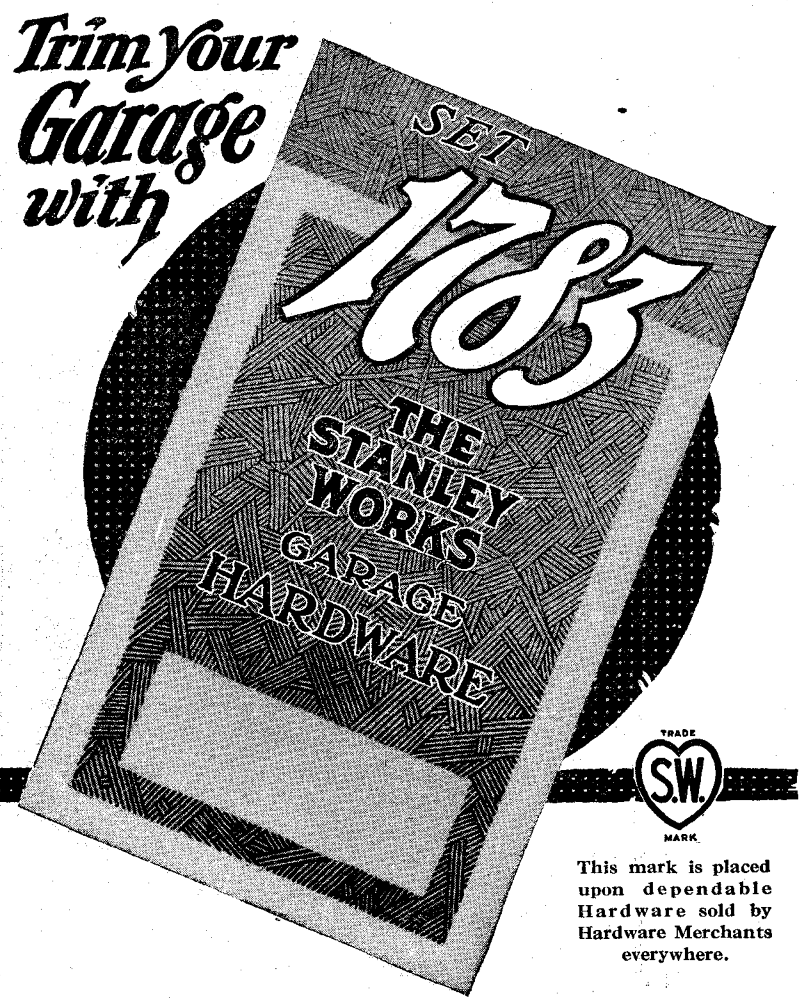
James Wilson, former Secretary of Agriculture, dies at his home in Traer, Iowa, at the age of eighty-five.

August 29.—Twelve thousand employees of the Brooklyn Rapid Transit Company, of New York, go out on strike, demanding higher pay. Transportation service in Brooklyn is largely tied up as a result.

Airplane mail service between the United States and Cuba is to be inaugurated this fall, according to an announcement made by Postmaster-General Burleson.

August 30.—President Wilson approves the majority report of the Federal Anthracite Commission granting the miners a retroactive increase in pay, ranging from seventeen to twenty-five per cent., and other concessions for which they have been fighting.

A Federal grand jury in New York returns an indictment for alleged com-



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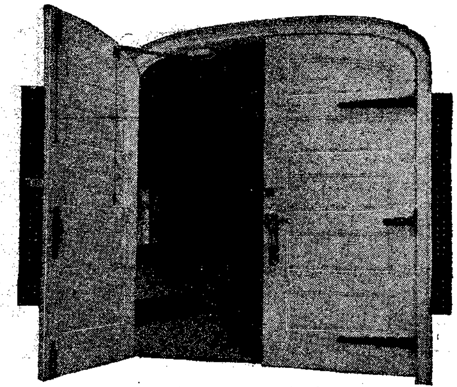

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Set No. 1783 is one of the more popular combinations for the better type of garage. It includes Ball Bearing Hinges, Foot and Chain Bolts, 1774 Garage Door Holder; every item of hardware to make a serviceable garage.

Your Hardware Merchant will gladly show you this set and explain its merits in detail.

If your hardware store isn't near at hand, send for the book shown above. Ask for B92.

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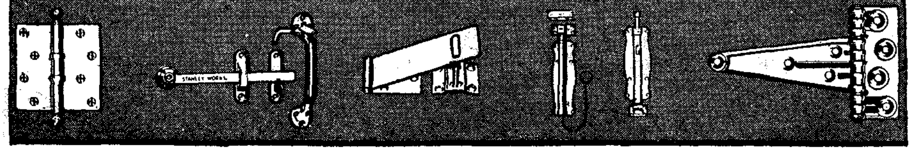

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ALL MUSIC FINDS FULL AND TRUE EXPRESSION IN ITS MELLOW TONES

The HUMAN VOICE *and* The *Cheney*

THE BEAUTY of the human voice as bestowed by nature, can hardly be surpassed. And its principles, adapted to THE CHENEY, give rare beauty to the playing of this instrument.

Just as sounds are gathered and controlled in the living human throat, so are sound vibrations gathered and controlled in the acoustic throat of THE CHENEY.

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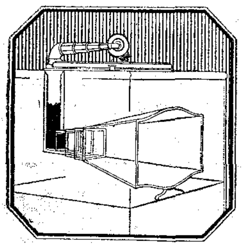


The Cheney Acoustic Throat

CURRENT EVENTS
Continued

bination and conspiracy in restraint of trade against 114 firms, including 39 big steamship companies and 75 brokerage concerns, and 115 individuals.

August 31.—The Tennessee House of Representatives expunges from its journal all record of ratification of the Federal suffrage amendment and by a vote of 47 to 24, with twenty not voting, decide to non-concur in the action of the Senate in ratifying the amendment.

The director of the census announces the population of the following civil divisions:

Richmond, Virginia, 171,667, an increase of 44,039.
Fort Worth, Texas, 106,482, an increase of 33,170.
Youngstown, Ohio, 132,358, an increase of 49,314.
Pittsburgh, Pennsylvania, 588,193, an increase of 54,288.
Camden, New Jersey, 116,309, an increase of 21,771.
Trenton, New Jersey, 119,289, an increase of 22,474.
Atlanta, Georgia, 200,616, an increase of 45,777.
The State of Massachusetts, 3,851,615, an increase of 485,199.
The State of Maryland, 1,449,610, an increase of 154,264.
The State of Georgia, 2,893,955, an increase of 284,834.
The State of Tennessee, 2,337,459, an increase of 152,670.

AN ENGLISH VIEW.

(Being an Inquiry into the two Candidates for the Presidency of the United States of America)

I wish I knew some facts regarding
The private life of MR. HARDING;
I wish that I had simply stocks
Of anecdotes of MR. COX.

In U. S. A. (where both are resident
And each one hoping to be President)
Their favorite hymns, their size in boots,
Their views on liquor and cheroots

Are known to all; not JULIUS CÆSAR
Is quite so much renowned as these are.
In England, where they do not dwell,
No one appears to know them well.

One can not say if Cox's liver
Keeps well upon the Swanee River,
Nor whether HARDING finds, when glum,
Any relief in chewing gum.

It may be that they both have good rows
Of dental ornaments like WOODROW'S,
The waist of TAFT, the ROOSEVELT eye
For pinking hippopotami.

It may be HARDING had some flickers
Of CLEVELAND'S spirit while in knickers,
And Cox while yet a puling babe
Dreamed tiny dreams of LINCOLN (ABE);

And both, altho they knew they'd catch it,
Cut fruit-trees with a little hatchet;
Both may have been, when glorious youths,
Too proud to fight or tell untruths.

I can not say. I know they wrangle
On points I dare not disentangle,
That one of them's a Democrat
And t'other's not. And that is that.

—*Evoe in Punch.*

THE SPICE OF LIFE

One Sure Thing.—Care may kill people, but don't care kills more.—*Boston Transcript.*

Danger Ahead.—The thought is occurring to many habitual strikers that if they run out of jobs they won't be able to strike.—*Santa Fé New Mexican.*

The Cure.—" I am sure the fellow we were talking about has an itching palm."

" Well, why doesn't he go out and scratch for a living."—*Baltimore American.*

Making It Easy.—To facilitate the scheme for taking the finger-prints of infants in America, it is proposed to make the impressions in jam.—*The Passing Show* (*London*).

Natural Mistake.—RAYMOND—" What the deuce do you mean by telling Joan that I am a fool? "

GEORGE—" Heavens! I'm sorry—was it a secret? "—*London Mail.*

Constant Reminder.—HE (to wife who is off for the beach)—" Now, don't forget me, dear."

SHE—" As if I could, Jack. The surf at night sounds just like you snoring."—*Boston Transcript.*

Psychological Advantage.—" Don't you object to all this talk about the high cost of everything? "

" Not at all," replied the profiteer. " It prepares the mind of a customer for what he may expect and saves argument."—*Washington Star.*

Shake Before Taking.—TOMMY (to Aviator)—" What is the most deadly poison known? "

AVIATOR—" Aviation poison."

TOMMY—" How much does it take to kill a person? "

AVIATOR—" One drop! "—*Science and Invention.*

Deep Impressions.—" That antagonist of yours says he is going to leave footprints in the sands of time."

" He won't," replied Senator Sorghum. " His mind is in the clouds. He is an intellectual aviator. When he comes down he will leave a dent, not a footprint."—*Washington Star.*

A Modern Homer.

When Homer smote his bloomin' lyre
He smote his way to fame;
But many million simple souls
Have never heard his name.

When Babe Ruth smites the bloomin' ball,
And smites it o'er the fence,
His homer makes the Grecian one
Resemble thirty cents.

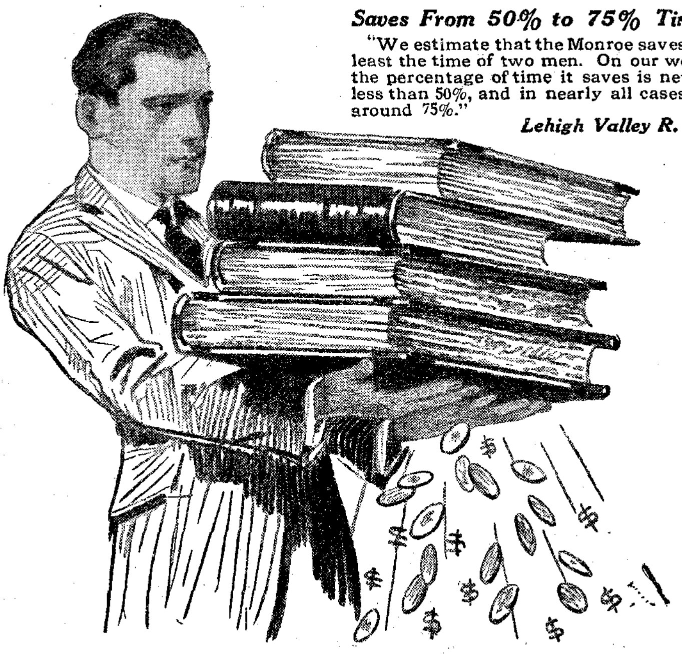
—*Chicago Tribune.*

His Weakness.—" What brought you here, my poor man? " inquired the prison visitor.

" Well, lady," replied the prisoner, " I guess my trouble started from attending too many weddin's."

" Ah! You learned to drink there, or steal, perhaps? "

" No, lady; I was always the bridegroom."—*Toledo Blade.*



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"We estimate that the Monroe saves at least the time of two men. On our work the percentage of time it saves is never less than 50%, and in nearly all cases is around 75%."

Lehigh Valley R. R.

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A PIPE LEAKS. The plumber is called. The leak is stopped. You're quick to quell the danger of loss from a physical leak.

Every business has a greater menace—the menace of the leaks you can't see. The leaks in costly time spent in tracing figure-work errors; leaks that seep through invoices, through payrolls, through estimates, right into your ledger and accumulate on the debit side of the Profit and Loss Account, even though you can't see them there.

Plugging these leaks in the profits means money to every office. A month's use will demonstrate how efficiently the Monroe Calculating Machine can plug the leaks in your office.

The Monroe takes the *guess* out of figure-work. It gives a visible proof that your answer is correct. The Monroe keyboard and dials show you as you go that every step you take is absolutely accurate. The instant you've finished your problem, you have your answer—automatically checked and proven.

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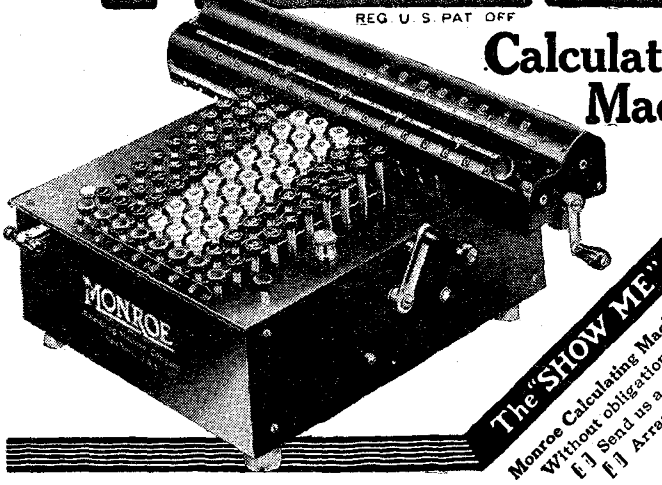

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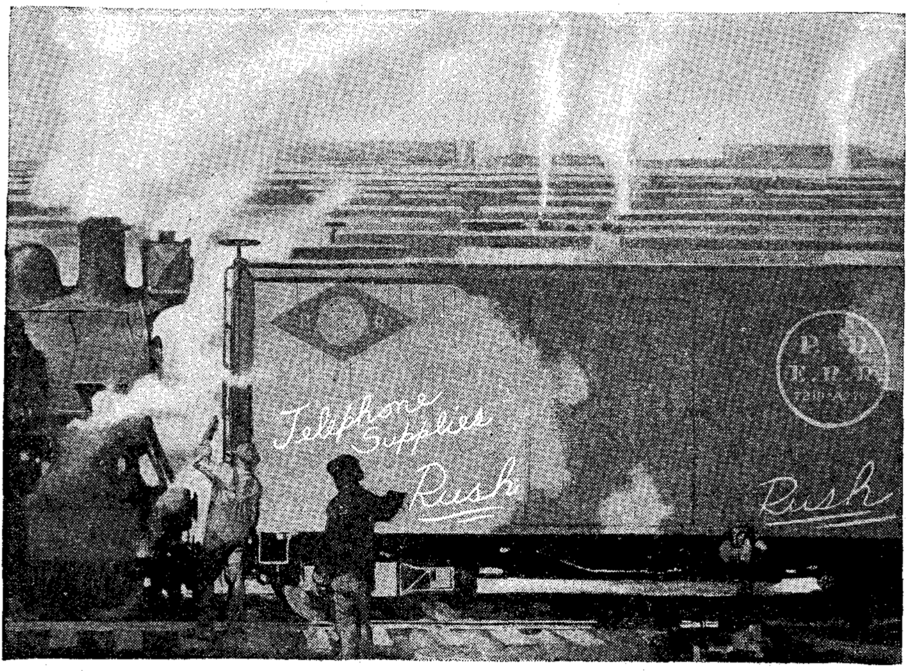

Supply and Demand

This year the Bell telephone system has required 75,000,000 pounds of copper; 10,000 tons of galvanized iron and steel wire; 12,000 tons of pole line hardware; 100,000,000 pounds of lead; 1,000,000 pounds of antimony; 700,000 pounds of tin; 10,000,000 pounds of sheet and rod brass; 15,000 tons of paper for directories; more than 24,000,000 feet of lumber; 12,000,000 feet of clay conduits; 10,000,000 glass insulators. These are only some of the chief requirements, only a part of the absolute essentials.

Suppliers of every item mentioned, as well as of scores of other items, have been compelled to withdraw promises of delivery, reject orders, refuse contracts and even shut down plants. The reasons are that they have been unable to secure materials for manufacture, fuel for power, or cars for shipments.

During the period in which the demand for new telephones has been greater than ever before, supplies have been more severely curtailed than at any time in the history of the Bell System. Special representatives have scoured the country; visiting mines, factories, laboratories, shipping points; and rushing goods forward.

The impressive conclusion is that, in the face of such conditions, the Bell System has actually gained on demand and has exceeded all previous records in putting in new telephones.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AND ASSOCIATED COMPANIES
One Policy *One System* *Universal Service*
And all directed toward Better Service

Reason Enough.—BINKS (coming out of theater)—"Why did everybody cry during the death scene? They must have known that the actor was not dead."

JINKS—"Yes, that was just it."—*Michigan Gargoyle.*

The Real Difficulty.—BEST MAN—"What's the matter! Have you lost the ring?"

BRIDEGROOM—"The ring's all right, old man, but I've lost my beastly enthusiasm."—*London Opinion.*

A Practising Physician.—PATIENT—"I want to see doctor. Be this the place?"

DOCTOR—"This is where I practise."

PATIENT—"Don't want no person for to practise on me; I want a doctor for to cure me."—*The Bulletin* (*Sydney*).

Looking Forward.—They had just become engaged.

"I shall love," she cooed, "to share all your griefs and troubles."

"But, darling," he purred, "I have none."

"No," she agreed; "but I mean when we are married."—*Dallas News.*

Conclusive Evidence. — William and Henry, chauffeurs, were discussing the ill-luck of a fellow chauffeur, Clarence, who had the day before been fined for taking out his employer's car without permission.

"But how did the boss know Clarence had taken the car out?" asked Henry.

"Why," explained William, "Clarence ran over him."—*Harper's Magazine.*

Open Season.—A tourist was just emerging from a corn-field by the roadside, bearing in his arms a dozen handsome roasting ears, says the Oakley *Graphic.* A second car approached and stopt, whereon the tourist reached for his pocket-book and asked in an embarrassed manner, "How much?"

"One dollar," said the newcomer, and then, after receiving payment, remarked, "This is a fine field of corn. Wonder who it belongs to?"—*Kansas City Star.*

Unequal Losses.—Frederick was sitting on the curb, crying, when Billy came along and asked him what was the matter.

"Oh, I feel so bad 'cause Major's dead —my nice old collie!" sobbed Frederick.

"Shucks!" said Billy. "My grandmother's been dead a week and you don't catch me crying."

Frederick gave his eyes and nose a swipe with his hand and, looking up at Billy, sobbed despairingly:

"Yes, but you didn't raise your grandmother from a pup."—*Harper's Magazine.*

Awful Possibility.—An Australian dignitary was being entertained by New York society. For what seemed to be endless nights he was dragged through the intricacies of the pigeon-walk, the fox-trot, the camel-limp, and the rest. At last came his day of departure.

"Please, madam," he implored of his late hostess as they parted at the gang-plank, "don't ever come to Australia."

"But, wh-wh-why not?" gasped that surprized and offended lady.

"Because," answered the Australian, wiping his brow, "I don't want you ever to see a kangaroo at play."—*The American Legion Weekly.*

Oldsmobile

23rd YEAR

IN ease of control, certainty, flexibility, comfort, and that deft refinement of master craftsmanship, Oldsmobile embodies the superiority arrived at through twenty-three years of leadership in the making of fine cars.

Designed and built of experience and integrity, it is but the natural thing therefore to find Oldsmobile most demanded by those to whom comparative car values are best known.

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Lansing, Michigan *Oshawa, Ontario*

SIX CYLINDER	
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Touring (cord tires)	$2100
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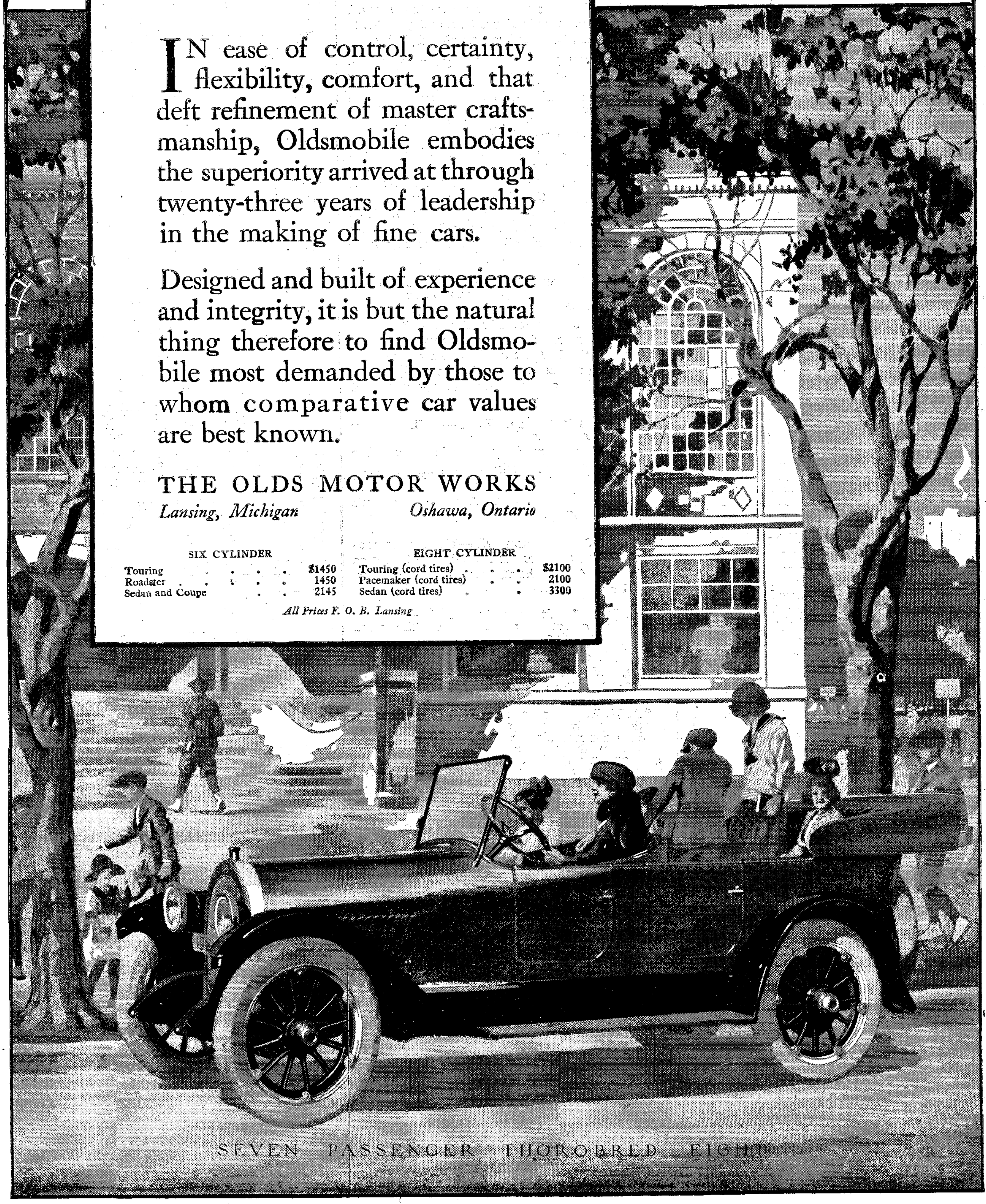

You could dip this house in water

A house is no better than it looks

If you add 50% to its appearance, you add 50% to its value — and 50% to the satisfaction it gives you.

STONE TEX is the nationally known coating that for years has been adding so much to the appearance of stone, brick, stucco, concrete and other masonry surfaces. It is applied like paint —with a brush. It gives masonry a finish that marks the building so decorated the *beauty landmark* of the neighborhood.

In addition, STONE TEX proofs water-absorbent walls, like stucco, against moisture—preventing cracks, stains, and eliminating damp interiors.

Write for book which tells all about STONE TEX and color card of ten attractive masonry shades.

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754 Caniff Avenue Detroit, Mich.

Renew Masonry Walls With
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Chicken a la King
Chicken breasts-cream sauce and mushrooms Um! Um!
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Kills!

No Muss—No Mixing—No Spreading

Rat Bis-Kit quickly and surely does away with rats and mice. They die outdoors. There's a different bait in each Bis-Kit. No trouble. Just crumble up. Remember the name—Rat Bis-Kit. 25c and 35c at all drug and general stores.

The Rat Biscuit Co., Springfield, Ohio

Rat Bis-Kit
For Mice Too

THE LEXICOGRAPHER'S EASY CHAIR

Readers will please bear in mind that no notice will be taken of anonymous communications.

"F. H.," Las Cruces, New Mexico.—"In referring to the plant of a city for the disposal of waste matter, is it correct to say '*sewage* system' or '*sewerage* system'?"

The method employed in the draining or disposal of a city's sewage is called a "*sewerage* system." *Sewage* is the waste matter itself.

"B. B. C.," Oakland, Cal.—"Are the words *sensual* and *sensuous* synonymous? Has not *sensuous* come to have a less derogatory meaning than *sensual?*"

These words are not synonymous. *Sensuous* relates to spiritual *feelings* and senses, and is used in a higher and purer sense than *sensual*, which relates to animal *passions*, and pertains to the body, and is, therefore, *carnal* and *fleshly*.

"J. G. S.," Seattle, Wash.—(1) "Kindly explain the reason for the use of three dots at the end of sentences, paragraphs, etc., now so common in current fiction. I can discern no ellipsis at the points mentioned. (2) Also, in the same literature, why is the letter *u* retained in such words as *labour, honour*, etc.?"

(1) Dots are used to indicate an ellipsis to note an omission, but some persons have used them to indicate a complete break, which should be done by a dash (—). (2) The letter *u* is used in England in such words as *labour, favour, harbour*, etc. Its introduction is due to a Middle-English corruption and has neither rime nor reason to support it.

"M. W.," Brunswick, Ga.—"Please tell me why the city of *Hague*, Holland, when referred to is always called *The Hague*."

The Dutch name for *The Hague* is *'S Gravenhaag*, which means "the counts' grove or wood." This name the Dutch themselves have corrupted to *Den Haag*, The Hague, which owes its origin to having been a hunting-seat of the counts of Holland.

"C. T. S.," Seattle, Wash.—"Who is the author of the following lines?—

> "'Till the war-drum throbb'd no longer, and the battle-flags were furl'd
> In the Parliament of man, the Federation of the world.'"

The lines are from Alfred Tennyson's "Locksley Hall."

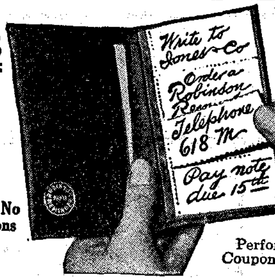
"B. M. G.," Thomson, Ill.—The correct pronunciation of *Caribbean* is *kar"i-bi'an*—first *a* as in *fat*, first *i* as in *habit*, second *i* as in *police*, second *a* as in *final*.

"C. T. F.," Salt Lake City, Utah.—"Kindly give the correct pronunciation of the word *rêgime* in English and French."

There is only one pronunciation for the word *rêgime*, and that is the French—*re"zim'*—*e* as in *prey*, *i* as in *police*, *z* as in *azure*.

"A. W. R.," New York, N. Y.—"The Standard Dictionary gives the pronunciation of *a-e'-rial* used as a noun (designating a part of wireless apparatus) the same as that when the word is used as an adjective. Prior to the origin and early development of radio science, the use of the word as a noun was unknown [?]. Its uniform pronunciation by those who adopted and first gave the word currency in such new sense—and since then, in technical parlance and common speech—is as if it were spelled *air'-i-al*. Granting these facts, please inform me by what authority lexicographers give a different pronunciation. Is it the function of a dictionary to record actual and uniformly accepted pronunciations, or revise them to conform to what philologists may determine they ought to be?"

Ever since the introduction of words beginning with the *aer-*, *aeri-*, and *aero-* prefix, these words have been persistently mispronounced by persons who should have known better. The pronunciation to which you take exception is one which has been in vogue ever since 1650, when the word was spelled *aëreall*. Even if it has been mispronounced by men engaged in wireless telegraphy, there is no reason why a mispronunciation should displace an accurate pronunciation. If there were, then instead of our pronouncing the simple English word *yes* in the way that it should be pronounced, and has been pronounced by careful speakers, we ought to pronounce it *yeh, yuh, yep*, or any other of the sloppy combinations which slovenly speakers devise. The function of a dictionary is to record the usage of educated speakers and writers.



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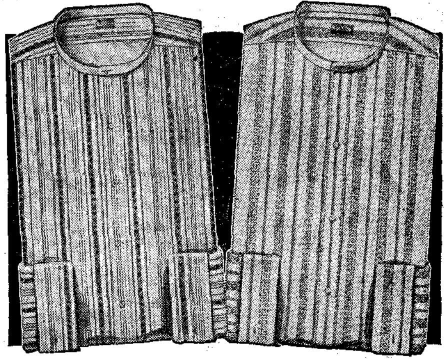

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